

LOYD GEORGE WAS TRYING TO RIDE TWO HORSES AT THE SAME TIME

Present Cabinet Crisis In England May Be Test
of Coalition Government—Is Tory or Labor
Cabinet Coming?

BY KENNETH W. PAYNE
Former London Correspondent of
The Sun who recently returned to
America.

The vindication of Premier Lloyd George against the charges made by General Maurice has been so decisive that his critics are not likely to attack him again for some time, yet the animus remains and in spite of the war, it will break out at some future date, perhaps to overthrow the coalition ministry or at least to displace the present premier, possibly by a conservative.

What is the significance of coalition government, anyhow, and what are the political cross-currents which have undermined the stability of the existing sample of it in England?

These are some of the questions raised by the still fragmentary news of Lloyd George's present political tilt with General Maurice.

The fate of coalition government in England has particular interest for the United States because a similar combination of the two great parties into a sort of fusion administration for the duration of the war has been repeatedly urged by some politicians in this country.

In past conflicts the American policy has been not to change horses in mid-stream—much less to try riding two at once. Lloyd George has been attempting the latter—and the horses haven't always wanted to go the same way.

The coalition ministry was formed in England under the theory that the single job of the entire nation was the prosecution of the war to a victorious finish, and that all parties should be represented in the cabinet while the war lasted, meaning dropping internal political squabbles.

But as a matter of fact, political strife has not been dropped, and though they have been well camouflaged, the dissensions between parties have actually, in some instances, been made more acute than ever by the war. As examples, there have been the Irish question, the labor question, free trade, the land problem, imperialism, suffrage, and the conflict between politicians and military men.

The war has fanned the embers of many of these questions more violently than ever, and while some observers expected they would not break into flame until after the war, they now seem to have flared up hotly.

Background of Situation
The background of the situation is as follows:

When the war broke out the British government was controlled by the liberals, with Herbert Asquith at the head. An exclusively liberal cabinet held sway for nine months; then, just three years ago this month, came the first big upheaval, and the formation of a coalition cabinet under Asquith. After 18 months, Asquith fell under a violent newspaper attack, and the present Lloyd George government, still with a coalition cabinet, came in.

Lloyd George proved, in the opinion of many political observers in England, to be just the man for the job. By shrewd maneuvers he has managed since December, 1915, to maintain the balance between the rival interests represented in the coalition government.

Even his unopposed opponents, Asquith and Lansdowne for instance, have admitted his task was colossal. Abroad there was the problem of winning the war, directing its progress toward desired international ends without meddling in exclusively military matters, and at home there was the difficulty of satisfying labor, on the one hand, and the reactionary element on the other, while at the same time tending over the Irish problem till the end of the war.

WOULD OUST POLITICS DURING THE WAR

Special to The Sun

WASHINGTON, May 11.—Big business men, labor leaders and political captains of prominence are quietly at work on a program that has been often discussed and decided, viz: that of having a political truce during the war.

I am informed by a well-posted man of affairs here in the capital that a movement is really on foot at last to assure the election of a loyalist congress.

The idea is to give no opposition to any man who has loyally supported the conduct of the war and has not tried to throw bricks at the administration when so doing was calculated to help the Kaiser rather than America.

The result of this, if carried out, would be that there would be no radical change in the political or personal makeup of either the house or the senate—except that both parties would unite in an effort to elect those men who had voted against measures designed to make America effective in

the war.

It is the idea of the leaders in this movement that red hot political fights in various close states, would serve to distract the American people from the biggest business before them—that of winning the war. They also know that all such fights involve the expenditure of great sums of money which might be put to better use, such as the purchase of Liberty bonds.

A great many informal exchanges of opinion by mail and by wire have been made and my informant said that a working basis would surely be agreed upon.

It was even hinted that very shortly conference might quietly be held in this city. The names of those behind the present movement are kept secret.

It is feared that premature publication concerning those interested might lead to unpleasant pressure being brought to bear upon them by political and other selfish interests.

The result was that Lloyd George developed into what his opponents termed a facile rhetorician, a witty apologist for past mistakes, a persuasive promise-maker, but a statesman inclined to erratic methods and to the dodging of responsibility.

These have been the repeated charges of his opponents, particularly the disgruntled wing of the liberals. As a result, the specific question of the prime minister's venality, which is now made the subject of General Maurice's charge and of parliamentary inquiry, has more than once come up in the past.

Last summer the question came to a head in parliament, Asquith then, as now, being the leader of the attack. Lloyd George in a dramatic speech succeeded in re-establishing his position. The liberals accepted his explanations, but even political students like Alfred G. Gardiner of the London Daily News refused to withdraw the charge that Lloyd George had practically admitted misrepresenting actual facts concerning the prosecution of the war for the express purpose of influencing public morale.

As a result of the crisis last year, many observers viewed the political situation in England as follows:

They held that Asquith had made his last bow and was on the way out from active political power. They believed that Lloyd George, temporarily strong in the saddle, would inevitably run again into the same difficulties consequent on his methods of trying to keep the policy of coalition working by catering in turn to all factions.

Labor Party's Development

The labor party had in the meanwhile developed into one of the strongest political units in the nation. Certain radical prophets have not hesitated to declare that what they called the Lloyd George balancing act was bound to end in disaster and that a labor government might ultimately succeed, perhaps headed by Arthur Henderson.

Others have looked first for a return of the conservatives, a temporary strengthening of the reactionary and aristocratic element, already well represented in the war cabinet by Milner and Curzon, and later on, probably after the war, something approaching a political revolution and the accession then of a labor government. At the next expected assault on Lloyd George, which has materialized—it was even predicted by a few that Winston Churchill, who has been rapidly recovering prestige since he fell into disfavor because of the Antwerp and Dardanelles expeditions, might succeed as prime minister in a new coalition cabinet. Duffour, also has been mentioned.

But if coalition can be maintained for the duration of the war, there is good reason to believe that Lloyd George can hold the reins as well as any other; so that, over and beyond the squabbles concerning political meddling with military plans, the question of the single hand command, the conflict between "easterners" and "westerners" there has been in the present British crisis a storm of political cross-currents which if it continues to break out may endanger the principle of a coalition ministry itself.

Nevertheless, the sticking element, however, is the universal conviction that a general election, following the breakdown of the coalition ministry, would be nothing short of calamitous in its effect on the war.

In any case many students see in the present British situation proof that a coalition government does not necessarily increase efficiency in prosecution of the war, and that it cloaks without suppressing as many and as acute political dissensions as the present under a one-party administration such as that of the United States.

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MILTON BRONNER.

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LOWELL COMMERCIAL
COLLEGE

"BOND VOYAGE"

(Cartoon by The Sun Artist.)



A QUARTER CENTURY AGO

Twenty-five years ago at this time according to the old Sun, there was a big freshet in the Merrimack river. It is very unusual to have a freshet as late as this but The Sun of May 6, 1893, has the following relative to the high water at Pawtucket dam:

"The number of people who visited the Pawtucket bridge last evening to view the falls, was quite large, and the sight presented was one of majestic grandeur."

"The water this morning before the mills opened was 7 feet 1 inch over the dam, which is much higher than yesterday. Of course when the mills started up, the amount of water taken by them lessened the height of the falls considerably."

"The river at Plymouth, N. H., is 11 feet, 4 inches in height, with no immediate prospect of going down."

"A most beautiful sight is that which may be seen along the canal walk. On one side the canal is almost perfectly still, while on the other the muddy water rushes along, dashing against the rocks and throwing spray to a great height. At Central bridge the water is more calm owing to the straightness of the river. The current at this place is very swift."

"Nearly all the boathouse keepers have put their boats in the water, and are wondering how long they will stay if the water keeps rising. Boating is impossible."

"At Nashua the rise in the Merrimack and Nashua rivers is still becoming greater. The Merrimack is about nine feet above the low water mark. The Jackson company has no boats stopped on account of high water."

"The situation at Haverhill is reported as being serious. Wharves have been swept away and some of the streets are flooded. Much damage has been done at Whittier's Height, a new building lately opened by New York capitalists."

"The rise at Lawrence dam is nine feet above the crest of the dam, and below the falls is fourteen feet above the ordinary summer level. Boats, logs and roots of trees are floating from up stream, and washed over the falls."

Strikes at Carpet Mills

There was much labor unrest in Lowell 25 years ago. The old Sun about this time reports a strike at Stott's mill, a strike of the creelers at the Carpet mills on Market street, and another of the Brussels winders also at the Carpet. At that time the Carpet was the best mill in Lowell, that is it paid the best wages and had probably the largest number of employees. The agent was A. G. Lyon, a man who had great control of the help because he generally appeared to side with them except where he found that he could not meet their demands, and then he told them so frankly and intimated that they were very harsh with him. He made them feel in many cases that he was the party who had the grievance. While he was an agent, however, the Carpet mill prospered and in spite of minor strikes there was harmony between the employees and the agent for they all liked "Old Man Lyon" on account of his frank and democratic ways. The old Sun records a strike at the Carpet thus:

"Another strike is to be added to the number today. It is that of the Brussels winders in the Carpet mills, about 18 in number. They quit work at nine o'clock this morning, after asking Agent Lyon for an advance in wages of from 45 to 45 cents per hundred pounds, which he refused."

"The workers were not influenced in their action by any union, as they do not belong to any organization. They told Agent Lyon that they would not work for less than 45 cents a hundred and this he said was more than he could give."

"The Brussels weavers in the mill will not be idle if the places of the winders are not filled. This strike with that of the creelers will seriously af-

fect the work in the Carpet mill and may lead some of the other operatives to strike."

"Thirty-seven creelers, all boys, quit work in the Carpet mill this morning to a reduction in pay. Heretofore the creelers have been paid 70 cents a day and Friday last, they state, it was reduced to 60 cents."

"They saw Thomas Parents, their overseer, this morning who referred them to Agent Lyon. Thirty-seven came out and ten remained. They will see Agent Lyon tomorrow."

"These strikes were promptly settled but it was followed by others that led up to the great strike that practically put the company out of business."

Relay Bicycle Race

The old Sun reports the result of a great relay bicycle race from Boston to Chicago as follows:

"The race was 2360 long and exciting relay race is finished. To look back over the great achievement after it is all over causes one to wonder more than ever over the event. To think of a run of 1241 miles being done by cyclists without the slightest remuneration or hope of reward will cause the most skeptical to glory in the general enthusiasm."

"These many riders along the route were up at all times of the night, in some instances all night long, waiting for that little pouch bearing Governor Russell's message to Governor Altgeld. The worst accident happened to Eirick Manger, one of the fastest riders in the west, who had both his arms broken while just outside of Chicago."

"The ride was finished at 8:06:22 a. m. just 22 hours, 46 minutes late from Boston, the exact time from Boston being 113 hours and 48 minutes. The American roads have again shown up in their true condition, and it nothing else than this is shown this great ride has accomplished a worthy mission."

"The average speed attained in this relay contest exceeds that of the contest between this city and New York last year (which was 100 hours) by 14 hours and is better than the scheduled time of that contest by five hours."

"The last relay cyclist, Julian P. Bliss, reached the Herald office at 8:26:22 o'clock, and shortly after the message of the Massachusetts governor was delivered to Adjutant General Orendorf, as the accredited representative of the governor of Illinois."

"At that time the road was not blocked by automobiles for the auto had not arrived. The bicycle, however, was rising in popularity and races of various kinds were very common."

54 Hour Bill

The old Sun reporting the legislative session says: "Through the efforts of Reps. J. W. McEvoy, P. J. Farley and W. L. Hayes of this city, today, the house of representatives voted to defer taking a vote on the 54 hour bill until next Tuesday, in deference to the request of the Central Labor union of this city which is arranging for a great labor mass meeting next Monday evening in Huntington hall. Today was the time fixed for the vote on this important measure and the presence of a 56-hour movement is not liked by the Lowell labor men."

The Kindergartens
"The kindergarten system is becoming an established feature of the Lowell public schools. The kindergarten is a playground for the children, although the teacher in every game has an object in view which is to lead the children gradually and unconsciously into a knowledge of form, shape, color, material, to distinguish between things which resemble each other, to discover likenesses, to arrange figures, symmetrical forms, and so on, all of which is simply a training of the perceptive faculties."

In 1892 I believe it was, Sept. Whitecomb of the school department attended a convention of educators in the west and returned very enthusiastic over the kindergarten system. It

soon became popular but in recent years has been losing ground. There are 14 kindergartens in operation at present, however.

THE OLD TIMER.

GERMANS SET DOGS ON THEIR PRISONERS

Special to The Sun.

WASHINGTON, May 4.—C. C. Lyon, The Sun correspondent with Pershing's army in France, writes that owing to tales they had heard of Hun treatment of prisoners, American soldiers had determined to die rather than be captured. I am in a position to supplement Lyon's information by extracts from the diary of a Belgian soldier who escaped from Germany after over three years' captivity. He was captured at Mauthausen, Austria, August, 1914. There are some passages from his diary:

"August, 1914.—Two wounded Belgians were bayoneted before my eyes. At Tongres we were put in cattle trucks and sent to Germany. At every station we were insulted by mobs. Received no food until we reached Bremen, 36 hours after leaving Belgium."

"September, 1914.—Prisoners are reported on the slightest pretext are forced to step out of line and are boxed on the ears by a German non-com named Oom. Smoking forbidden. One of my comrades, Desaix of the 14th, suffering from cancer of stomach, not admitted to hospital until he was dying."

"October, 1914.—First English prisoners arrived. They are treated with greater severity even than we are. They are so famished that some offered us their wedding rings for bread. We gave them what we could—of course without pay. When food was brought to camp and bread fell into the dust or mud, there was a scramble for it. Many of us are barefoot. My barracks received 30 pants for 250 men."

"December 13, 1914.—We are at Soltau. Food barely eatable and scarce. Sentries are accompanied by dogs which they let loose against us on slightest pretext. William Carney, Englishman of Cheshire regiment, disobeyed orders and left barracks at night. He was caught by sentries and beaten so violently he came back bleeding and screaming from pain. Favorite sport for non-coms is to make helpless prisoners run around courtyard, stopping from time to time to get down on their knees, lie down, etc. They always pick out puddles to make us lie in."

"May, 1915.—Russian prisoners arriving. They are starving. One day a pan of soup was upset and I saw these fellows throw themselves on the ground and lick it up."

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PROFESSOR EMERY OF U. S. TARIFF COMMISSION PRISONER IN GERMANY

Mrs. Emery and Other Women of Party, Driven
From Petrograd to Finland, Allowed to
Depart by Way of Stockholm

Special to The Sun
WASHINGTON, D. C., May 10.—"Yes," said Mrs. Harry G. Emery, "I know very much about Finland than I want to," as she gave a vivid description of the journey across the ice fields from Russia to Finland, when the Emerys were taken prisoners by the Germans about two months ago. Mrs. Emery is the wife of Prof. Harry G. Emery, who was a member of the U. S. tariff commission under President Taft and who was also professor of economics at Yale.

Professor Emery is now in a German camp of detention, but Mrs. Emery was released and permitted to return home. She is now in Washington trying to get the state department to hurry matters towards a release or exchange of prisoners, whereby her husband can be set free. In an interview with The Sun correspondent Mrs. Emery gave an interesting account of the capture in Finland of the party of which she and Mr. Emery were members but felt it improper to talk of the diplomatic and military conditions as she found them. She is in splendid health and calm and well poised in spite of the anxiety and hardships through which she and her family passed. Mr. Emery's exact whereabouts is not known but he is thought to be in Lautenburg and there seems to be no doubt but that he is safe and allowed comparative freedom although not permitted to leave the camp.

Had to Leave Petrograd
"We were in Russia where Mr. Emery had business to transact," said she, "but finally we all had to leave Petrograd. We stayed till the last minute hoping things would quiet down, but instead they grew worse and worse and finally the embassies notified us that they would be closed and that we must go too. There was so much confusion about finding what routes were possible that time slipped by and in the end we had to make a hasty choice between a very circuitous route or trying to cut across the ice fields and intervening islands of Finland. We decided on the latter and with a party of about twenty started out to get to the coast where we could take a ship for home. Finland is cut in two by the warring parties of the Red and White. Neither would trust the other enough to declare a truce and it was almost impossible to get past them. Finally we started out on horse sledges to cross Finland, the British consul having made the necessary arrangements as there were a number of British subjects in the party. It was a hundred mile trip across small islands, covered with snow and ice and broad ice fields between; the little islands. Some of the islands were so small that we crossed them in fifteen minutes and then would be an hour or more on smooth ice racing along till we came to another small island. We rested occasionally and changed horses and food something to eat at these islands when ever necessary and we spent one night on them."

Arrested by Germans
"When we had got about half way across Finland we saw a group of men approaching on sledges. They proved to be German soldiers in charge of a few officers. There were about fifty in all. The officers demanded to see our passports and examined them carefully. Then they said they must make all prisoners and put all under guard although we were made to turn back." Here Mrs. Emery spoke of the fact that although the Americans claimed Finland was neutral soil and they were not subject to being made prisoners, the Germans did not regard Finland as neutral, but as one of their friendly nations. Although Mrs. Emery had been informed of it until today, that very question has made it exceedingly difficult for the state department to demand the release of Emery. France has recognized the independence of Finland but the United States has not and cannot claim that Emery was captured on neutral soil without involving the agreement made between Russia and Germany as to Finland independence and completed questions. Mrs. Emery described the journey towards the coast which took something more than 24 hours. Continuing she said, "We traveled on and on over snow and ice towards the port where the German transports were at dock. We were passed on from one official to another and each time they had a very hard time to get us to have us released. At last we reached Ekere, the port where the German ships came in through great ice fields, by the aid of ice breakers, and where Germany has established a naval base and run up the German flag. The German soldiers speak of it as 'Deutschland.' Here all our party was put on board a German transport except four young English girls who were sent directly to Stockholm. We were kept on the transport twenty-four hours or more and all that time were hoping for release as of course we were merely prisoners and so not in the confidence of the German officers."

Held as Prisoners
"We were kept in prisoners' quarters between decks and the food was pretty bad and of course we were very anxious. But we were treated by the Germans with great courtesy and consideration, and in no instance did they do anything to humiliate us or show us any harshness. We were closely guarded but as a matter of military routine and we were not subjected to unnecessary annoyance. I feel it is only just to refer to this as things would have been very much worse for us had the men been brutal or insolent. In the harbor at Ekere there were ground and lay up what they could. They frequently hunt for foxes in the districts and on one day I saw them pick the bones which the dogs of the camp had left lying in the mud."

"June, 1915.—I made my first attempt to escape but was caught and I was tied to a post for some hours and then put in a dark cell for 15 days on bread and water."

Four Weeks in Stockholm
"I had to wait four weeks in Stockholm before I could get a steamer for home, and now I am here to urge the state department to hurry negotiations for the release or exchange of Mr. Emery."

Mrs. Emery said that the Germans she met all said they had been promised the war would end within six months and that they believed it. She praised the work done by the American and Swedish Red Cross in assisting to locate the whereabouts of Mr. Emery. She also made it clear that Mr. Emery did not hold a commission in the U. S. army at the time of his capture. He had been attached to the staff of Gen. Judson with the rank of major, but had resigned before having Russia.

The Emerys are New England people. Mr. Emery is of Ellsworth, Maine and Congressman Peters of that district has done effective work in securing information as to where whereabouts. Mrs. Emery is the daughter of Francis C. Allison, professor of Greek at Brown University, Providence. Mrs. Emery will go to Providence and remain with her father until more definite plans have been decided on by the state department regarding an attempt to release him from the German internment camp.

RICHARDS.

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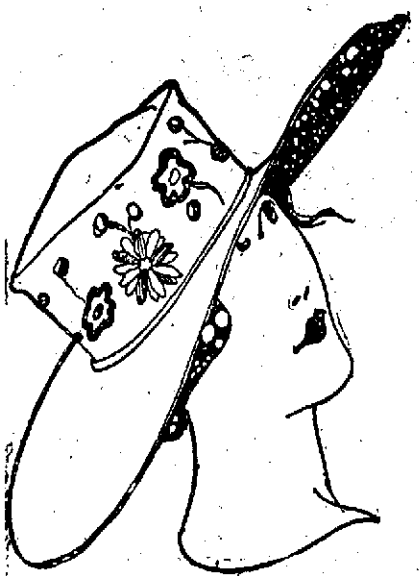
FOR WOMAN AND THE HOME

HINTS FOR THE HOUSEHOLD

LATEST FASHION NOTES

BY BETTY BROWN

A PRIMROSE BY THE SHADE-HAT'S BRIM



It is the end and aim of the shade-hat variety of hat—to be irresistibly fascinating, and it usually succeeds in its mission. Here the artist for Fashion Art Magazine has

sketched a garden hat of turquoise blue taffeta, faced with violet georgette crepe and garlanded with silk embroidered flowers of blue, lavender and gold.

LADY LOOKABOUT

It is hard lines for the persons inclined to adipose to be ordered to eat potatoes. For a long time they have avoided the vegetable for food as they would poison. Now they must eat them in order to save flour. Naturally a storm of protest is heard from these persons. Calmly a government bulletin informs them that a potato diet will not fatten if the fat is worked off as fast as it forms. War work is recommended as an antidote. Oh, it is a cold, hard, cruel world. There is no mistake about that, but, as ever, 'tis an ill wind that blows no good. Those among us whose lines run to

angles, pure Gothic, in fact, welcome the mandate. The aforementioned government bulletin is to be read another way for them. They are to read into the curves and dimples, and such. Oh, it is not such a bad old world! Pass the potatoes.

Does Canning Pay?

Of course we expect that the war and conservation and so on, will mean much tightening up of expenditures and financial leaks. They go with the critical time in which we are living. At the same time, in our patriotic zeal, we must be careful about going too far with our conservation and our economy. For example, had I been proceeding on lines strictly economical in regard to my garden last year, I would not have a garden this year. Many times over could I have purchased garden stuff for the Lookabouts with the capital invested in my war garden. I consoled myself with the thought that I was conserving. The same with canning. Taking into consideration time, fuel, cash, and breakage, (and burnage and scorchage as well) I consider canning and preserving one of the most expensive pastimes a housewife can indulge in, particularly if she has gone to the previous expense of raising the fruits and vegetables herself. I feel that I shall be looked upon as a German spy as I pen these words. I am not. But I have had a war-garden, and I have canned and preserved, and also I have paid the bills. I wish I could tell you how many times during the past winter I wished the conservators of food would invent a way of extracting the lashings of sugar I added with a conscienceless hand to my preserves last summer.

Skip-Stop Plan

And now I come to the skip-stop plan of car stops. This may be an excellent plan for cities which have not yet tried it. I trust the fuel conservators of Lowell will appreciate the fact that the



Madame Marguerite, Chicago designer, who has just carried off the Gossard prize for 1918, awarded by the Fashion Art League of America, is shown here with two of the prize-winning costumes.

Since the outbreak of war there has been a constantly growing and an increasingly successful effort to establish for American designers the same authority and recognition which has so long been bestowed upon the great couturiers of Paris.

With the great difficulty of safe

transportation for imported models and the steady demand for distinctive designs American modistes have begun a remarkable production of tailored frocks and evening gowns. American designers have been immensely successful in pleasing the French-trained taste of their smartest clients and a splendid display of creative costume art was made at the recent spring fashion show. The tailored costume on the left is smart simplicity incarnate. It

is developed in navy blue tricot and follows the slender lines of the season. Small flap pockets, slender, deep-notched revers, and a slight indication of a waistline marks the mode. The skirt features the inverted pleat.

The coat-dress at the right is a semi-formal costume suggesting the Chinese influence. It is of mandarin blue and canary yellow in Rochamart crepe, the waist coat revealing brilliant embroideries. The coat has a distinct suggestion of the Chinese.

Is that even women who cannot afford beautiful clothes and do not even sincerely want them are still interested in hearing about and seeing the fine feathers of other women. Pink chiffon may give way to blue serge tailormade without much honest regret, but a lurking love of pink chiffon remains with those who have forever forsworn it.

Just a Woman

Hurrah for you and your well-deserved knock on Betty Brown! I like the lady and her "smart ideas" myself. I agree with you wholly in your opinion that war time is no time for these clothes frumpies and nothing so arouses my ire as the perusal of a copy of Vogue or Vanity Fair. But the country is full of selfish women, including large groups of readers who demand their fashions through the heavens fall, and the smarter and more extravagant they are the better they are pleased. Only about five per cent of American women are able to dress as Vogue advises—but 75 per cent want to.

Remember, women are just emerging from their intellectual "dark ages" and millions of them still see the pursuit and capture of a husband as the end and aim of life. And clothes seem the simplest and most infallible method of attaining that end in a world where men are so frivolous.

A queer fact of feminine psychology

CAPIES HAVE GALLANT AIR
The women of war days are not permitted to burst forth in khaki and brass buttons, but they are doing their bit to look military by



adopting the swinging military cape and cape-coat. This one is of oyster-gray basket-weave wool, with gray silk stitching and black and white lining of foulard.

THOUGHTS OF FUR TO KEEP US COOL



On sweltering nights when this young person gazes in a mirror she will feel that pleasant shiver one associates with fur trimmings. This fascinating bonnet designed by

Peggy Hoyt, is just short enough at the back and long enough in front to suggest the popular joke. It is of cerise milan braid, the fur collar is brown, punctuated now and then with gold and silver roses.

EVEN COLLARS HAVE HABIT

This collar is apparently designed for chilly evenings, so closely does it resemble its more substantial and larger cousin, the cape. Large collars always are in vogue, but until lately the cape collar was one which went straight down the back al-

TWIXT COAT AND CAPE

To prove its consciousness of modern tendencies this wrap makes a good beginning as a cape, and then retreats a bit into the coat class



most to the waistline. Now the cape collar has taken an airplane spread and widens to envelop the shoulders. The new model, sketched for Fashion Art Magazine, is developed in blege georgette with oriental embroideries of astonishing brilliance.

DISTRIBUTION OF GARMENTS TO THE DESTITUTE IN OCCUPIED BELGIUM

It was announced that the national committee recently was preparing a distribution of garments to the destitute in the invaded territory of Bel-



by taking unto itself a vest. The vest and lining are of plaid satin, and the cape is of a khaki colored wool mixture. Capes are the darlings of fashion for slender women—and not so dear to others.

glum. It is appropriate in this connection as giving an idea of the importance of this branch of the activity of the national committee to note that up to the 1st of February, 1918, a total sum of \$969,919 (4,849,695 francs) had been spent on Brussels and its suburbs alone.

Your Garden

PROF. HOLDEN SAYS BIRDS ARE THE GARDENERS' BEST FRIENDS

"There are no more industrious or more valuable laborers in the garden than the birds," says Prof. P. G. Holden, one of America's most experienced agriculturists.

"From daybreak until nightfall they work for the gardener, unceasingly, quietly, persistently. They destroy millions of caterpillars, grubs, borers, beetles—insects that are destructive to field crops, fruit, foliage, vegetables and flowers.

"In many instances birds have saved entire crops of grain or of fruit from destruction. A single bird often eats more than 100 insects at a single meal, and sometimes consumes several thousand small insects a day. The unpopular Blue Jay is fond of hairy caterpillars, and the despised crow

devours large numbers of June beetles and white grubs."

A bird in the garden is a valuable assistant. If you must have a cat prowling around the yard, put a bell on her so that no bird will be pounced upon and killed. Train the dog to let birds alone. Also train the little boys not to bother birds. A few crumbs left over at meals may be scattered upon the ground or on a shelf for the birds. Stand a pan of fresh water out for them every morning. The more birds you can coax to board with you during the summer the fewer insects you will have destroying your garden crops.

Encourage your little boy to build bird houses for the feathered garden helpers. That will keep them on your place.

And next winter, keep your bird helpers around by feeding them, so they'll be on hand bright and early next year.

For the Boy Who Goes Away May 25

To Serve His Country, or Those Already In the Service

A Military WRIST WATCH

It's a Soldier's First Necessity

We are Headquarters for the best makes of Watches and have them at the old prices.



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Army Camp Pillows are the last word in comfort.

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The taxing duties demanded of your eyes require that you give them constant attention. Let us who have had experience in the treatment of eyes examine yours.

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Purest, Best, in Pint or Quart Bricks. By the gallon if you wish.

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SENSIBLE PEOPLE

do not allow the evils of indigestion, constipation and biliousness to gain hold upon them. Sensible people the world over know that unhealthy bodily conditions are best corrected by Beecham's Pills. They realize that this wonderful home remedy, being compounded from only the purest drugs of vegetable origin, and free from all minerals, reaches a standard of perfection and affords a security of use unequalled. People avoid much serious sickness when they

TAKE BEECHAM'S PILLS

"The Largest Sale of Any Medicine in the World"

A few doses of this famous tonic and regulator will convince you of their value. No longer will you be bothered with sick headaches and bowel trouble after injudicious eating. Neither will your breath be bad nor will the lassitude, low spirits, bad dreams and restless nights caused by an inactive liver make life hideous. Free your system of impurities; regulate the bowels and kidneys. Assimilate your food and increase your appetite. Promote the energy, good spirits and the bodily comfort that comes with

keeping healthy and in condition, by taking Beecham's Pills

At all druggists, 10c, 25c.

Directions of special value to women are with every box.

NEWS OF THE FILM WORLD

STAGE AND MOVIE GOSSIP

OTHER THEATRICAL NEWS



EDITH STOREY in "TREASURE OF THE SEA"

One Of the Big Features on Next Week's Program at The Strand

"OVER THE TOP" WITH SERGT. ARTHUR GUY EMPER AT THE OPERA HOUSE

"Over the Top," with Sergt. Arthur Guy Empey, the great Vitaphone photoplay production which has caused more comment than any other war picture ever produced, will be shown at the Opera house all next week, commencing with matinee on Monday. Every one will be interested to see conditions "over there" as they were at the beginning of the war and as they are now. Mothers, fathers, brothers, sisters and sweethearts will be interested to know under what conditions "he" is fighting as a member of Uncle Sam's forces. You will see shown in a most striking and vivid manner in "Over the Top." The matinee price will be 25 cents all over the house. Nights, 25 and 35 cents, and a few seats at 50 cents.

Sergt. Empey, probably the best known soldier of the millions who have fought in the trenches of France to stem the tide of German barbarism, appears as the star of "Over the Top" and he is said to enact vividly the stirring experiences met by the French and British who held the lines against the Boches in the first mad months of the war.

"Over the Top," the first authentic reproduction of the drama and tragedy that is war, has been hailed as one of the greatest photoplays in the history of motion pictures, and is ranked as the foremost of the super-productions of the screen because of the personality of the star and the importance of

the play as a contribution to the historical phase of the war and its relations to the war work of the United States. Because a regular army training camp was used in making the trench scenes and American regulars were employed in the mimic battle, the play has received semi-official recognition from the war department, and it thus takes the place in the scheme of training the national army and the people to a full realization of the task that lies before the United States.

Albert E. Smith, president of the Vitaphone company of America, is credited with having scored one of the greatest accomplishments in the history of motion pictures in bringing Sergt. Empey and "Over the Top" to the screen. The little American, who is a native of Ogden, Utah, is one of the first Americans to risk his life in the freedom of mankind. He joined the First Royal Fusiliers of London, one of the contingents that made up Kitchener's army, and served 18 months in the front line trenches as infantryman, machine gunner, bombardier and was wounded seven times in battle.

He was invalided to America and just as soon as his physical condition permitted, he launched into patriotic work over here. He sold more than a million dollars of Liberty bonds, aided the Red Cross and soldiers' smoke fund, and was a potent factor in recruiting the regular United States army to war strength after he had entered the conflict. He wrote "Over the Top" at the behest of his friends, who were convinced his story had value as a patriotic document, and he took the lecture platform on the same basis. Over night, almost, this plain soldier with a plain story of the war became an international figure. He was in demand all over the country and spoke to hundreds of thousands of people.

As usual with individuals who suddenly become famous, Empey was sought after by theatrical managers for a vaudeville tour, and no less than four big motion picture companies made glittering propositions to him. But to all of these efforts he turned a cold shoulder. He refused to consider himself a hero and he refused to capitalize the suffering and hardship that is the portion of the millions of soldiers who make up the human wall that is saving humanity from the ravages of the Hun. However, Albert E. Smith succeeded where all the others had failed and Empey consented to appear in the Vitaphone production only when convinced that a motion picture playing up the high lights of "Over

the Top," would show Americans just what we are up against over there. The local management considers "Over the Top" the most important motion picture that has ever been shown in this city. It is believed that while there is a strong patriotic appeal in it, there is also a most thrilling drama in which the romance and humorous side lights of the struggle are brought into strong relief. It was more than three months in the making, and more than 7500 United States regulars were used in the battle scenes. These scenes were made under the personal direction of Sergt. Empey and show with great sharpness conditions as they actually exist in France and as they are met today by the American legions.

FEATURE PROGRAMS CELEBRATE THIRD ANNIVERSARY OF MERRIMACK SQ. THEATRE

The usual Sunday double-feature program will be presented this week at the continuous performances of the Merrimack Square theatre. "Prudence the Pirate" is one of the interesting



photoplays, and another feature is "It Happened to Adele." These will be surrounded by a fine accompanying bill.

Monday opens the week which will be celebrated as the third anniversary of this favorite theatre as a photoplay theatre under the present management.

For the first three days Clara Kimball Young will appear in "Magda." As an emotional role Magda provides the star with a powerful vehicle. The play is intensely dramatic, founded on the struggle of the daughter to maintain her individuality in opposition to her father's wishes, and its incidents move along smoothly to the final scene when Fate intervenes for the harried girl. Magda is a charming and beautiful girl with a promising voice. Her father, the old world type of domestic tyrant, is approached by his minister who wishes to marry the girl, but Magda brooks her father's anger and rejects the good man's advances. Her father gives her the alternative of complying with his wishes or seeking a home elsewhere. Magda, holding to her rights, is thrust out of doors. Many an interesting complication ensues after which the climax is reached in a manner which finally leaves the daughter free to live her own life.

On this program Charlie Chaplin will appear in his first million dollar picture, the most expensive and biggest picture the great comedian has yet produced. It will show all the happenings in the life of this world-renowned surrealist from his boyhood to the time of producing this great picture. It is one that you will never forget. Burton Holmes travel pictures, our boys at Camp Devens in the movies and other pictures will surround this big showing.

On Thursday, Friday, and Saturday George Egan, the foremost of American character actors, will appear in "One More American." He'll make you laugh, he'll make you cry, and laugh again. In this picture you will see the life of an Italian immigrant in the famous "East Side" of New York accurately depicted. It is a delightful human story of his winning struggle to make friends of the Americans and to adopt their customs. With this will be shown Norma Talmadge in "The Moth." This is a picture of a wilful girl of wealth still in her teens bereft of all parental guidance and fascinated by the subject of Cleopatra's conquests in which she held to her throne by dint of wonderful manipulation of men. Many other pictures will also be shown on this bill. It will be a week well remembered by the thousands of patrons of this favorite motion picture theatre.



J. STUART BLACKTON presents "Wild Youth"

TO BE SHOWN AT THE B. F. KEITH THEATRE, THURSDAY, FRIDAY AND SATURDAY

CHARLIE CHAPLIN IN "A DOG'S LIFE" WILL BE SHOWN AT THE STRAND

New features, when they are really new, and only the biggest and best of film attractions, continue to be the rule at The Strand. Charlie Chaplin in his newest laugh-creator, "A Dog's Life," programmed as the "million-dollar comedy," will be shown Monday, Tuesday and Wednesday, and the prices will remain the same. Ethel Clayton in "Journey's End," and Edith Storey in "Treasure of the Sea" will be the other features. Can you afford to miss such a bill? Hardly.

The sacred concert on Sunday is invariably the most attractive and enjoyable bill given in town. For this week the management is offering the following artists: The International Four, singers and high class entertainers; Arthur Emerson, concertina; the Stewarts, vocalists; the Farrells, singers and conversationalists; Miss Clemence M. Simard and Miss Ursula O'Hare, soloists. The feature photoplay will feature Jacky Saunders in one of his best efforts.

Charlie Chaplin, the king of screen comedians, will make his 1918 debut on the film at The Strand on Monday, Tuesday and Wednesday next in what is considered the most ambitious effort of his career, entitled "A Dog's Life." The picture is Chaplin's first production under his million dollar contract with the First National Exhibitor's Circuit. Close to eight weeks have been required to film the story, and while it is a trifle longer than the usual two-reel subjects, forty thousand feet of celluloid were used in carrying out the idea. It is the star's original creation. Chaplin has extended himself to the utmost degree of his ability with the result that he has produced a swift moving vehicle filled with rapid-fire comedy situations, with added touches of pathos, creating a wholesome and human story. Edna Purviance, the comedian's beautiful leading woman, has been given generous scope in which to display her talent, while the rest of the company find many opportunities to shine in conjunction with the star. Remember "A Dog's Life" is shown for the first time in Lowell Monday, Tuesday and Wednesday only. Don't miss it. Put it down on your book. "Journey's End," the new World picture, which will be one of the other features for the first of the week, tells a delightful story of modern life. Ethel Clayton, the charming screen star, fills the principal role in this production and a splendid support cast assists her in the presentation. The story has to do with Arline Marsden and her husband, who have become estranged, though really in love with each other. The husband takes up with an actress, and the wife, seeing the way that things are going, has her attorney frame a queer legal document which she finally induces the husband to sign. The result is a combination of interesting and thrilling circumstances and situations. Miss Clayton brings to the role of the young wife all of the skill characteristic of her wonderful work. John Bowers is effective as the husband, while Muriel Oslette, a well known and popular favorite, also has an important part. The production is superbly staged, and the whole attraction is exceptional.

Edith Storey in "Treasure of the Sea" is a six-part screen creation in which this talented actress is again seen to particular advantage. The story is a gripping one and told in a manner that is sure of winning new laurels for the star and her supporting cast. Its scenic

effects and photography commands itself to all. The soloist for the week will be Nan Hopstall, late of the Hammerstein and "Flora Bella" Opera companies. The usual high class and thoroughly enjoyable musical numbers will be given by the Strand Symphony Players. The Pathe Weekly will also be shown. For the last three days of the week William Fox will present his latest release, "The Blindness of Divorce," with an all-star cast, and the other feature will introduce the clever Lee children, Jane and Catherine, in "American Buds," a sparkling, romantic drama, blooming with laughs and hearty appeals.

SOME VERY SMART ATTRACTIONS AT THE ROYAL ALL NEXT WEEK

The management of the Royal is alive to the possibilities offered by the producers this year and "summer" specials will fill each new bill. Today for example two of the finest comedy dramas ever screened are offered, we allude to "Plain Jane," a chic Bursar-cane-Ray production by Triangle, in which a supposedly plain looking girl turns out to be a regular beauty, who wins her husband in a very original and refreshing manner. "Two Bits Seats" the other picture featured Taylor Holmes and Marguerite Clayton and tells of a tender romance which started in the gallery of a city theatre. It is very amusing and tells its story in a clear, laughable manner which will appeal to any one's sense of humor. Baby Mary McAlister in another picture of the "Do Children Count" series will be seen, along with a new comedy and other fillers.

On Monday and Tuesday the real big performance of the month will be offered. On these two days, "The Kaiser, the Beast of Berlin," which has scored a big hit all over the states, will be shown. It is said this is the highest picture sensation screened within the last ten years. Press and public have praised it very highly. It is the inside story of the life of the demon who is the cause of the terrible strife across the seas. Rupert Julian stars in his own production, which will make any man's blood boil. There has been so much said about this production that there is really very little left to say, except that it may be your last chance to see this picture in Lowell, and at these prices, especially. The added attraction on Monday, (Oh! yes, there is one!) will be none other than beautiful Alice Joyce, the "madonna of the screen," who will star in "The Song of the Soul," a five-act Vitaphone drama which has been styled "a wonderful melody of motherhood." Miss Joyce has never appeared in a more appealing part, and these two big productions should pack the theatre. We would advise you to come early Monday and Tuesday matinees and evenings, if you wish to take in the biggest picture of the week in Lowell. Remember it is to be seen at the Royal Theatre, on Merrimack street.

MRS. VERNON CASTLE IN "VENGEANCE IS MINE" COMING TO THE CROWN

"A Son of the Hills" will be one of the big attractions Sunday afternoon and evening at the popular Crown theatre. In the leading roles of this play in splendid parts will appear that favorite pair of stars, Antonio Moreno and Belle Bruce. The locale of this intensely interesting play is the southern mountains. The story deals with the awakening of the soul of a young man born in the darkness of the most primitive sort of life. The gradual development and unfolding of the character of this young man is admirably portrayed in a most skillful manner by the capable Antonio Moreno in the succeeding scenes. "The Retreat of the Germans" is another Sunday feature which will also be viewed with interest, being official and authentic pictures of German atrocities. Billie Burke will be fascinating in the latest episode of "Gloria's Romance" at the Crown Sunday, when other plays will also be presented.

On the big bill of pictures for Monday and Tuesday at the Crown theatre, will appear Mrs. Vernon Castle in her latest up-to-the-minute feature success, "Vengeance is Mine," an intensely dramatic story. Mrs. Castle, by the way, is gorgeously gowned in the latest creations of dress which will delight ever lady patron of the theatre. Alice Joyce has a charming role in the Vitaphone special picture, "The Fettered Woman," in which a woman is matched against a band which is striving to do her out of her estate. A comedy and other plays will also be presented on the same two days. On Wednesday and Thursday, the Crown theatre will present an all star cast among which are Priscilla Dean, Harry Carter and Joseph Girard in the gripping photoplay of love and heart interest, "Beloved Jim," which will be shown in addition to the powerful drama, "A Wife with a Past" with all star cast, and "The Woman in the Web," with Hedda Nova and J. Frank Glendon.

Among the Friday and Saturday attractions at the Crown theatre is "The Silent Witness" in which Gertrude McCoy plays one of the leading roles. It is the story of a poor college boy



SERGT. ARTHUR GUY EMPER IN "OVER THE TOP" Showing Afternoon and Night at the Opera House All Next Week.

who, in resenting an insult offered to Antonio Moreno, will also be presented his mother, kills his adversary. "The House of Hate," with Pearl White and other photo-attractions.

MERRIMACK SQ. THEATRE

Our Third Anniversary
As a Photoplay Theatre Under the Present Management
A GALA WEEK OF PHOTOPLAYS
For Our Celebration and Your Enjoyment

MONDAY, TUESDAY, WEDNESDAY, MAY 13, 14, 15
CLARA KIMBALL YOUNG

And Her Own Company, In

"Magda"



In this photoplay Miss Young's striking beauty is combined with her thorough knowledge of the screen in a wonderful role. The play is intensely dramatic, founded on the struggle of a daughter to maintain her individuality in opposition to her father's wishes.

—ALSO—

CHARLIE CHAPLIN IN "A DOG'S LIFE"

His first million dollar picture, the most expensive the great comedian has yet produced. It is the story of his own life up to the time he made this picture.

Burton Holmes Travels—Our Boys at Camp Devens—Others

Note:—In keeping with the daylight saving plan, patrons arriving as late as 7:30 evenings will see the entire performance.

B.F. KEITH'S THE AMUSEMENT CENTRE OF LOWELL

LAST TIME
JAMES W. GERARD'S
"My Four Years in Germany"

10,000 Lowell Citizens Have Already Seen It
AND KNOW NOW WHY WE ARE AT WAR
1000 Seats, 25c and 50c Choice Reservations, 75c and \$1.00

BISTANY BROS. SHOWS

AUSPICES OF JAZZ CLUB
Lakeview Ave. Grounds
ALL NEXT WEEK

Big Midway, Wrestling, Merry-go-Rounds, Gypsies, the Great Roman, Hand Concerts, Monkeys, "Ten Shows in One," the Hindu Conjuror, the 400-Pound Woman, Lucella, the Girl Who Defies Electricity, and Other Amazing Features.
BIG FLAG RAISING EVERY NIGHT

CROWN THEATRE SUNDAY ONLY

ANTONIO MORENO and BELLE BRUCE in "A Son of the Hills"

An inspiring story of a struggle for self-assertion

BILLIE BURKE in "GLORIA'S ROMANCE"

"The Retreat of the Germans" Comedy and Others

Monday and Tuesday—Mrs. Vernon Castle in "Vengeance is Mine." Alice Joyce in "The Fettered Woman."

JEWEL THEATRE

SUNDAY—DOUBLE FEATURE BILL
MAE MURRAY in "AT FIRST SIGHT"
A Splendid Paramount Feature in 5 Acts.
SYLVIA ASHTON and ART ACORD
In "BUCK'S LADY FRIEND"
A Fine Comedy in Multiple Reels. The Second in the Series of "Buck Fawcett and the Movies."
ANIMATED WEEKLY—COMEDY—OTHERS

OWL THEATRE

SPECIALY SELECTED PROGRAM OF FEATURES FOR SUNDAY ONLY
IT'S A DANDY PICTURE—YOU WILL SURELY LIKE IT.
Charming Marguerite Courtot never appeared in a drama in which her marvelous beauty and artistic acting showed to better advantage than in this artistic presentation of Paul M. Bryan's delightful story
FEATHER-TOP
SCREEN TELEGRAM
DEFENSE OR TRIBUTE
A photo production that causes the good American's blood to boil. Millions for Defense but not one cent for Tribute.

Sunday Only
From 2 Till 10 O'Clock

EVERYTHING NEW 'CEPT THE NAME

HAVE YOU BEEN HERE LATELY?

You've Been Missing Some Great Pictures If You Haven't—Try Us Some Time Next Week.

OWL THEATRE

His Family Said: "You Must Be More Careful in the Future!" But Her Family Said: "Into the Streets Where You Belong!" The Woman Always Pays. Isn't It So?

Don't Miss Seeing

THE PRICE OF A GOOD TIME

It's Different and It's the Bare Truth.

Extra Added Feature Attraction—EUGENE CONY—The popular screen favorite in his latest success, "THE LAW OF THE GREAT NORTHWEST," "Mr. Miller's Economics," just to make you laugh.

MONDAY AND
TUESDAY ONLY

TODAY IS YOUR LAST OPPORTUNITY TO SEE THIS SPECIAL PHOTO SHOW
CHARLIE "CUT-UP" CHAPLIN in "HIS NEW JOB"

Wm. Russell, everyone's favorite, in the "Midnight Trail." Louise Lovely, the saucy miss in "A Rich Man's Darling." No question about it, the best show.

ON AND OFF THE STAGE—INTIMATE STORIES OF STARS—CLOSEUPS WITH THE MOVIES

SUMMER POLICY AT B. F. KEITH'S
THEATRE OPENS NEXT
WEEK

The Elmira club's Female Soloists will finish the feature act of the performance at the B. F. Keith Theatre, tomorrow afternoon and evening. Ten local women soloists will appear, under the direction of William Longley, and a musical treat is promised for the occasion. The program of songs follows—Give Me the Moonlight, Miss Kittie Dunn; Love's Lullaby, Miss Florence McManus; I Made Up My Mind, Miss Nancy Swift; A Baby's Prayer at Twilight, Miss Katherine Shannon; When the Shades Are Falling, Miss Barry; In the Land of Yama-Yama, Miss May Bradley; Darktown Strutters' Ball, Mrs. May Dillon Doherty; Missouri Waltz, Miss Stella Latour; Southern Girls, Miss Marion Pearson; and There's a Rose That is Blooming, Mrs. Nora Buckley. Other acts which will be given on this same bill are: Alexander & Kerr, singers and talkers; George Coleman, ventriloquist; Franklin & Berger, singers and talkers; and Art Spaulding, a special singing combination. Pictures will also be given.

Beginning Monday the summer schedule will go on to continue right through the hot weather and until the opening of the fall season. For the first time the "split week" schedule will be tried locally. There will be a complete change of vaudeville acts and pictures on Thursdays, and again on Sundays. Then, the following Monday, three acts and feature pictures will be presented for three days. This will continue to be the policy all

summer. Three performances will be given each day. The first will start at 2:15 in the afternoon. In the evening there will be continuous performance from 7 to 11 o'clock, two full shows being given. No seats will be reserved, and the evening prices will be 10, 15 and 25 cents. The afternoon prices are 10 and 15 cents. The Hearst-Pathé will be shown in all its latest pictures, with a change on Thursday.

For the first three days of next week the vaudeville feature will be "The Kew Kew Cut-Ups," a rural musical comedy, with singing, dancing and jazz-band playing. There are eight persons in the cast, and some mighty funny scenes are interpolated, in front of the Silas Grub Corner Grocery.

Nelson & Castle, a man and a woman in a singing and dancing skit, are also underlined for appearance, and the Three Rosaires, are slack and tight wire performers, with novelty attachments.

The picture features will be Charlie Chaplin's latest feature, "A Dog's Life," in which this popular comedian is seen at his very best. No other picture in which he has appeared has so many funny situations as has this one. In addition shorter reels will be shown at every performance, including the Hearst-Pathé.

GREAT SCREEN PRODUCTIONS AT THE OWL THEATRE—BIG SUNDAY BILL

The Liberty Amusement Co., which now conducts the Owl theatre, is in receipt of many congratulations upon the way it is operating Lowell's popular family photo-play theatre. Mr. R. S. Averill, the managing director, is

letting none of the good screen productions slip, judging from the excellent program to be shown Sunday and the coming week. The Sunday concert will be headed by the extraordinary photo-drama, "Defense or Tribute." It is a very timely offering and one that every red-blooded American should see. It tells the story of the real, true American fighter, who laid down his life while fighting for America's independence. It is crammed, jammed full of exciting moments and suspense. The Screen Telegram brings before your eyes the latest world's news hot from its happenings. The added attraction will be Marguerite Courtin in her latest deluxe production, "Feather Top." The pursuit of happiness is the big idea which gives rise to the absorbing plot in which the little star is carried away with the glitter and glamour of high society life. On Monday and Tuesday the most talked of photo-dramatic screen production will have its opening, "The Price of a Good Time." Many of us have paid this terrible price the same as little Mildred Harris, the bright and charming star of this feature. The young man's family said, "You must be more careful, young man, in the future," but the girl's parents said: "Into the street where you belong." It's the same old story, and the woman pays for it all. No more vivid, dramatic story has ever been filmed. Linnie is a pretty little miss of 18, who works at the perfume counter in a big store. She never had a good time in her life. Preston Winfield is the son of the millionaire owner of the store. Linnie, tempted beyond her strength by Winfield, agrees to have the time of her

life with him. They start, and the ending is dramatically told in the photo-play. The added attraction will be "The Law of the Great Northwest," introducing Eugene Corey, the popular western screen star. It's a picture story of the great northwest, in which man takes the law into his own hands when there has been a willful wrong committed. The production abounds in thrilling climaxes and tells the truthful lesson of right over might. Not forgetting the comedy portion of the program, the management will present the two-act, rip-roaring screen farce, "Mr. Miller's Economics." This program will be shown on Monday

and Tuesday only. On Wednesday and Thursday, May 15 and 16, Robert Warwick, who is now going over the top with our boys in France, will be seen in "The Silent Master," his last production before sailing for over there.

GEORGE WALSH CHASING THE KAISER AT THE JEWEL THEATRE

The Sunday entertainment at the Jewel Theatre this week will be especially good, the program being headed by the talented star, Miss Murray, in "At First Sight." This is a Paramount picture in five parts, one that will please all who see it. Together with this will be shown Sylvia Ashton and Art Acord in "Buck's Lady Friend." This is a rip-roaring comedy in multiple reels, the second in the series "Buck Parvin and the Movies." The Animated Weekly and other pictures, including the comedy, "Looking 'em Over," will complete the bill. The performances on Sunday are continuous, 1:30 to 10 o'clock.

Coming Monday and Tuesday is George Walsh in "The Price of New York," a photoplay known as "Chasing the Kaiser." George, as the son of a laborer, does some mighty clever acting, both in his everyday work and in the ranks of the new army which he has joined to fight against Germany. He shows his capabilities and his worth and the contrast of this proud American and the son of a rich man is very striking and has an interest for both rich and poor. The judge of the worth of George and the rich man's son is a pretty girl who was originally the friend of the rich man's son. But she takes the son who is doing something worth while and leaves the spendthrift son alone. However, this helps rather than hurts the rich man's son because he learns a lesson and becomes industrious himself. The action of the picture is of the usual swiftness of George Walsh's pictures and the stunts suit Walsh Walsh. This photoplay is sure to please. Many others will also be shown for these two first days of the week.

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No, "William the Ridiculous" doesn't. Make it "William the Infamous."

There is no room in this nation at present for itinerant international disturbers. Only those who are in harmony with our aims in the war can have a sympathetic hearing. The others will have to keep silent or get out.

The government has reason to believe that German agents are very active in Mexico urging the Carranza government. It is hoped however that the Carranza government will not allow itself to be led into a conflict with this nation that could end only in disaster for Mexico.

TO RAISE DRAFT AGE

The proposition to raise the draft age to 40 could come in this country only as a result of extreme necessity. There is at present a great scarcity of labor and to thin the ranks of the experienced workers would make the situation much worse. It is bad enough to take the young men, but if the age was raised to 40, the state of affairs would be much worse.

THE RAID ON OSTEND

England is now getting down to business in meeting the German submarine menace. The blocking of the naval base at Ostend was carried out in a manner similar to that under which Zebrugges was raided. In the latter case, the work seems to have been done more effectively and with fewer casualties. This will cause the submarines to go back to their original bases. It will probably have the result of lessening their toll for some time to come.

OUR NAVAL GUNNERS

The American naval gunners, we surmise, will prove to be the best marksmen found in any of the great navies of the world. The feat of striking a submarine amidships so as to lift her out of the water and cut her in halves is a feat so very rare that our navy may be excused for its elation over the event. To be sure, it might take a long time to make another such hit; but under favorable conditions our naval gunners as a rule aim straight and generally hit their target.

AMERICANS FIRST

Prof. Bushnell Hart gave some good advice as to the training of children in preparation for citizenship in his talk to the local teachers. "The war has opened the eyes of all as to what is needed. While we do not want to imitate the Germans in the deification of the state, we do want to instill into the minds of school children their proper relation to the state and their responsibility for defending the flag and the constitution. In other words the aim is to make them Americans, ready to meet all the duties and responsibilities of our citizenship."

SENATOR HITCHCOCK

Senator Hitchcock in spite of his antecedents, his pro-German proclivities before the war and his opposition to the administration since the war, has been made chairman of the committee on foreign relations to fill the place made vacant by the death of Senator Stone.

The chairman of this committee has almost as much to do with the making of treaties with foreign powers as has the president. It has always been considered of the utmost importance that the position should be filled by a man who would at least give cordial co-operation to the president in all international affairs. That Hitchcock will do so in view of his past record can hardly be expected.

LEADER MANN'S ADVICE

Minority Leader Mann on his return to congress after a few months of illness gave expression to some ideas that mark him as a man of good sense who is not likely to allow politics to blind him as to his patriotic duty. He states that partisanship must be put aside in conducting the war. That there have been mistakes both personal and legislative is but what might be expected in such vast undertakings; but what those engaged in this business need is determination and patience in spite of all handicaps. Let there be a determination never to stop until victory is ours, said Mr. Mann. That is the spirit of unity and co-operation which is so very necessary in putting forth the real strength of this nation, and a spirit that should and must be strengthened as the struggle becomes more and more of a burden to our people.

SECY BAKER'S SURPRISE

The announcement by Secretary Baker that there are already over 500,000 American troops in France has come as an agreeable surprise to a vast number of citizens. When Mr. Baker in January last told a committee of the senate that half a million of our troops would be in France early in the present year, he was almost laughed at. It was said he was drawing upon his imagination and promising to do things which were almost impossible. He has made good his word and in this at least confounded his critics. Moreover, he informs the nation that these troops are thoroughly equipped. We have

no doubt that in some other things the secretary will also astonish his critics. The aviation program alone seems to have completely fallen short of what was expected. The cause is not yet known but a couple of investigations already projected should make clear the cause of the delay.

MUST SAVE STEEL

"From now on," says a Washington announcement, "not one ounce of steel will go for any but war purposes." This is an unavoidable war policy that will certainly hit "business as usual," especially the very important automobile business, and besides, be felt in every household. It is a good time to look your possessions over and observe to what extent steel enters into them. There are the auto, the stove, the sewing machine, the tubs, pots and tools—a tremendous lot of things that become more precious under the national necessity to conserve steel.

The nations fight the most stubbornly over territory that produces steel, for steel is the sinews of warfare and the world has never seen a time when so much steel was shot away.

Clearly, a period has been reached when it is up to the individual to save steel, as he has wheat, meat and fuel. The plans for conservation of steel are really very similar to those for conservation of food—use sparingly and waste none at all.

THE AIRCRAFT INQUIRY

What will come out of the aircraft investigations at Washington is very uncertain, but many people suspect that there will be evidence of graft or of pro-German activity, possibly both.

It would be a real surprise if neither one nor the other of these alleged causes should be found to be at the bottom of the trouble.

If the board has been honest in what it has done, it has been woefully inefficient.

It appears that out of many plans it selected one and then set about making airplanes in quantity by the standardized method, without setting a time for turning out some machines for use this year. How this failure was not discovered sooner is a mystery. The board had made glowing promises and everybody who did not know to the contrary thought these promises were being fulfilled. Our troops were sent across with every other equipment except the airplanes and yet nobody deemed it necessary to ask the reason why. That the board has assembled the standardized parts for a great many machines offers slight consolation. It may turn out the machines of 1913, but airplanes are absolutely necessary at the present time and to be without them or to be dependent upon those of France or England is very humiliating to our officers to say the least. It is hoped the investigations now going on will clear up the whole affair and result in some prompt method of giving us airplanes. Perhaps it may show the necessity of a special committee whose sole duty will be to attend to the work of speeding up in all departments and at least to see that none shall fall down in what it has undertaken.

THE SOLDIER'S MOTHER

Sunday, May 12, is Mothers day—in the year of our war, 1918.

In American training camps today, manning the ships on treacherous seas, "over there" in the flame of battle, millions of boys and men are enlisted in the desperate fight for freedom, for all, forever.

And fighting beside each man is an enlisted mother.

Every man in camp and field and on the sea, feels her beside him.

Living or dead, she clothes his daily duties with the companionship of her spirit, the shield and buckler of her silent love. To be away from mother, to miss her "little nameless, unremembered acts of kindness and of love," to see no more her beloved face, is for these boys a flashing revelation of mother's dearness.

We hear much of the importance of an army's morale.

Mothers are its chief source. To most men mother's will and wisdom was the first authority, and mother's good opinion is still the highest reward. Facing the most serious decision of life, before a future mysterious and dangerous, they turn groping to that first and dearest judge.

"Mother would be ashamed if I failed in duty or courage. Mother thinks it's the right thing for me to go—and I can depend on mother!"

To have won, by love, courage and self-sacrifice, such a reward of trust and faith from a son, and to be able to give that son, so fine a creation,

GET NEW KIDNEYS

The kidneys are the most overworked organs of the human body, and when they fail in their work of filtering out and throwing off the poisons developed in the system, things begin to happen. One of the first warnings is pain or stiffness in the lower part of the back; highly colored urine; loss of appetite; indigestion; irritation, or even stone in the bladder. These symptoms indicate a condition that may lead to that dreaded and fatal malady, Bright's disease, for which there is said to be no cure, and almost certainly find immediate relief in GOLD MEDAL Haasem Oil Capsules. For more than 200 years this famous preparation has been an unerring remedy for all kidney, bladder and urinary troubles. Get it at any drug store, and if it does not give you almost immediate relief, your money will be refunded. Be sure you get the GOLD MEDAL brand. None other genuine. In boxes, three sizes.

to the service of an ideal still shiner—that is the crown of life to war-mothers.

To vision that son, her little boy, beyond her care, beset with nameless dangers, sad with a loneliness unspeakable, his dear body torn and broken in the very hour of his supreme service—that is the nightly and daily cross of war for mothers.

And yet—

We sometimes think of battlefields, ghastly still, and drenched with crimson dew after the hurricane of shell is past—as symbols of pain and agony incarnate—but the vision is not wholly true. How could it be, when in the blessed stillness there bends to the age-old ministry, the shining spirit, the healing love of every mother whose son lies broken there?

Not for an instant is the struggling man deserted by the love from which he springs. In the hour of crucifixion, wherein, like his Master, he dies that men might have life, and have it more abundantly, is the encompassing love of his mother though her anguish be in a degree like that of Mary who stood by the cross while her Son, the Savior, expiated the sins of the world.

SEEN AND HEARD

Many a poor fellow is dubbed "bum fisherman" because he can't catch trout in troublous brooks.

This everlasting complaint about the high cost of living gets on our nerves once in a while, and when it does we know it is a fact. The world is in the suburbs where a good old-fashioned motherly hen scratches for twenty-six chicks and the H.C.C. stuff is not included in her cackle. She manages to cover them all at night, too. Some hen!

"Billy" Zimmer, the Middle street gun and locksmith, said he thought he knew something about the conservation problem until he received a letter from New Hampshire. The letter was written on birch bark and Billy allows he's not barking up the wrong tree when he says that with the price of paper soaring to the sky, the birch bark substitute spells "conservation" with a great big C.

Cut Out For the Job

"I wanted to enlist and fight for my country," said Tired Trotters to the sharp-eyed woman at the door. "But I'm chicken-breasted and the recruiting officer turned me down. Have you got any light work that a pore, afflicted man—"

"Yes, indeed," replied the farmer's wife. "One of my sitting hens has just abandoned her nestful of eggs."

Wonderful News

With an air of great importance the small boy of a Sunday school in Belfast imparted this happy fact to his teacher:

"The devil is dead," he said, solemnly.

"What makes you think that?" asked the startled teacher.

"Dad said so," exclaimed the boy. "I was standing in the street with him yesterday when a funeral passed, and

Iron in the Blood Makes Men Strong

Makes Women Strong and Increases Their Beauty

Men who work hard and women who raise large families and are active in social life are likely to become worn out, run down and nervous.

Such people need more iron in their blood. A preparation of iron has been perfected that gives all the tonic effect of which iron is capable when combined with nuxvomica and other valuable medicinal elements.

This new preparation called Iron-Lax-Tonic has a laxative effect, making it the only perfect tonic tablet of medicinal iron and nux.



Miss Mary E. McCusker of 5 Egan's court, Lowell, tells an interesting story.

She was feeling very poorly indeed, a sort of run down condition with a bad stomach and more or less bowel trouble. Miss McCusker says that she took salts, oils, pills and quite a number of remedies, including those prescribed by physicians.

Her own father, Mr. Charles McCusker, advised her to take Iron-Lax-Tonic. He had taken them with very satisfactory results.

When she was seen recently at her home here in Lowell, she had only taken about half a bottle of Iron-Lax-Tonic but she already felt greatly improved, the bowels being regular and appetite fine.

Miss McCusker said that she wished that somebody had told her about Iron-Lax-Tonic a long time ago and said that she recommended them highly to people who are weak, tired and run down and feeling poorly generally.

It is iron in the blood that gives the pink cheeks and the bright eye and the ambition of youth.

Iron-Lax-Tonic is now being used by great numbers of people, largely through the recommendation of one person to another.

Iron-Lax-Tonic can be purchased at any drug store.

When Dad saw it he said: "Poor devil! He's dead!"—Harper's Magazine.

Joseph Wiped His Glasses

Patriotism is getting to be a dangerous thing to trifle with under the stimulus of the loan campaign and visiting warriors from across the seas. Joseph A. Pearlstein of Brooklyn, N. Y., realized this the other day, to his sorrow. Joseph's glasses become foggy and he reached into his pocket for a silk handkerchief with which to polish them while riding on a Sixteenth avenue trolley car. Suddenly, his fellow passengers broke into roars of execration. Joseph looked down and discovered to his horror that he was using a small American flag which he also carried in his pocket.

He had to tell Magistrate Steers that he was a native-born citizen, owned several Liberty bonds and bought war savings stamps habitually before these who appeared against him in the Adams street court would withdraw their complaint.

Chop Stick Music

Have you ever heard A Chinese orchestra? Well, a jazz band runs As smooth and simple as A hymn alongside A Mongolian music massacre. When the milkman at 4 a. m. Does a flop down the back Stairs with a collection Of automatic rifles. Like a chord of Hong Harmony. Take a boiler Works going at full blast, A freight train talking A rusty curve, a drove of Carpenters putting up a Antennae camp, a squad Of automatic rifles. A wartime shipyard, and Mix 'em all up with a Dash of blue blouses, And you have chop suey Symphony. Or here, A chow musical number Sounds like it couldn't be Played over again. Now you got it.

Handcar Courtship

Dan Cupid is telling an interesting story in Nantucket which the Inquirer and Mirror rightly concludes ought to be put on record with the passing of Nantucket's unique little railroad, inasmuch as a portion of the railroad outfit played an important part in a romance which Cupid regulates. It seems that a couple of the reservists have young lady friends who reside some distance from the centre of the town, and the young men find it a long tramp back at night after their individual games of checkers and cribbage are over. One evening, the police officers were approached by a reservist who wanted to know if they had any objection to his using the handcar of the railroad when he went spooning that night. She lived a long way from town, he said, and the railroad line runs almost right by the door, so it would be very convenient if he could borrow the handcar for his journey of love and thus make the trip back in style. Furthermore, another reservist, another lady friend and she lived near the railroad track, too, so when the time came for him to wend his way homeward, the first reservist would mount the handcar, whistle as loud as he could as he crossed the clay-pits, and reservist No. 2 would know that it was time to quit, too, and would join him on the trip across the goosepond. Well, the police had no objection. If the railroad people didn't, so the stunt was pulled off with great success in every way. The little handcar proved much better than "shank's mare," but now its track is taken up and Dan Cupid now must walk. But the picture of those two reservists pumping the old thing over the goosepond along toward the midnight hours still persists in the memory of those to whom the humorous appeals.

To A Lady

Lady who gave me a lift In your auto yesterday— Lady, if I had the gift, I would sing a tune for you. I would call you queen of aces, Also say how fair your face is— But I'd tell you at the start You'd have a heart!

As I waited for a car, Thinking thoughts I won't express As to what the next day was, (Other repletions are, I guess, Many drivers not so pretty Speeded by me toward the city; You alone of all had pity— I could tell you about a chart You'd have a heart!

I should like to meet your hub (But he's jolly well out of my mind) Long enough to tell him, "Bub, You're a jewel of a wife!" But, of course, that would be needless; Of your heart he can't be sure. (Otherwise his brain were speedless— Still, I'd tell him at the start You'd have a heart!

—Springfield Union.

To be at the head of a group of five generations and also to head five other groups of four generations each and at the age of 87 to be able to hunt socks and writers for the soldiers is a distinction possessed by Mrs. Maria McNeill of Sanford, Me.

Franklin Machine Company

Engineers—Founders—Machinists

Manufacturers of HARRIS-COR. Engines, Engine Repairs, Shafting, Hangers, Pumps, Bearings, Couplings, Clutches.

Large stock always on hand. General Mill Repairs. Special machinery of all kinds.

Office of Commissioner of Streets and Highways

Lowell, Massachusetts.

May 12, 1918.

The City is about to pay the following streets: Central St. from Church St. to Hosford Square, Marginal St. from Wilder St. to Middlesex St., Lawrence St. from Rogers St. to Watson St.

In consequence of which it is desirable that all persons who contain the digging up of any of the streets mentioned above, for the purpose of making sewer, gas or water connections, or for any other purpose, should do so at once, as under the provisions of the City Ordinance, no permit will be given to disturb the surface of any street for the purpose of digging up after said improvements of said streets are completed, except as otherwise provided in the City Ordinance.

Respectfully yours,

CHARLES J. MORSE,

Commissioner of Streets and Highways.

EVOLUTION OF STREET RAILWAY CARS

Few people ever stop to realize the wonderful progress that has been made in various lines unless something is brought to their attention which causes them to compare that of the olden times with the product of the brains of the men of the present. The other day, while passing through Pawtucket street, at the junction of Middlesex street, the writer's attention was drawn to a little summer house on the premises occupied by the Boyle Brothers' bottling establishment. A closer view disclosed the fact that the summer house was nothing more or less than one of the old open horse cars, with the wheels removed. This car traversed the principal streets of this city a number of years ago and it is one of the oldest open horse cars, if not the very oldest, in this section, it having been used by the local street railway company half a century ago.

In comparison with the new convertible, double-track, prepayment cars now used on the local lines, it appears like a toy car. Thousands of people remember the dinky little one-horse cars and thousands have ridden in them in the days gone by, when they thought them a rapid means of transit; and they were at that sometimes, especially when the car was on a down grade or it was meal time for the horses and the animals showed signs of life, or probably on the last trip at night, when the driver urged his tired steeds to the limit in order to get to the car barn as soon as possible.

Just quarter-of-a-century ago, 1893, the street railway company disposed of all of its open and closed cars of the antediluvian type, cars too small or unfit to be electrified. Some of them were auctioned off and others were sold for what they would bring in the open market. People who purchased the various types of them, some being transformed into summer houses, others into sleeping quarters for the summer, while some were carted off to the beaches, etc.

There were many very small cars, but only a few that could compare in size and type to that which is now owned by the Boyle Brothers. This car was but 8 feet in length, with two-foot platforms on either end. The roof of the car is about 7 feet above the flooring and the openings on either end are but five and one-half feet high, making it necessary for a tall person to stoop upon entering if he would avoid the danger of smashing the tile or bumping his head. The capacity of the car was 12 persons, six on either side, but it was so full of rush that the centre of the car would accommodate about six or seven strap hangers. Yes, there were straps in those cars, the same as in the cars at the present time, but it is doubtful if they were used as much then as now.

The Money Boxes

At either end of the car was a money box where the passenger deposited his fare, whereupon the driver—there was no conductor on those cars, rang a little bell, and if a transfer was requested by the passenger, the driver would tie the reins around the brake handle and punch a check and hand it to the passenger.

As a rule on the roof of either platform assisted the driver in lowering when to start his car after a passenger boarded, and also to keep tabs on the passenger and see that he paid his fare. In those days, the fare was six cents for adults and four cents for children, and afterwards a general uniform fare of five cents for all was made and that was the fare until recently, when it was increased to six cents.

One large kerosene lamp was attached to the centre of the inside of the roof of the car and this afforded plenty of light. There was but little comfort in riding in one of these cars, for they were equipped with but one truck of four wheels, the whole affair being very stiff and owing to the light weight of the car, which was very placed on the track, which was very often done by some mischievous boy, the passengers either got a severe jarring when the wheel came in contact with the stone, or else the car was derailed, but in those days it was an easy matter to replace the cars on the rails, especially if there were a couple of huskies in the vicinity.

Another Old Car

The only car of this same type, the smallest cars ever used, is one of the closed or box variety which is stowed away in one of the corners of the old car barn in Lakeview avenue.

The little open car is certainly a sight well worth seeing and it has happened to be in the vicinity of Middlesex and Pawtucket streets should not fail to give it the "once over" and then compare it with the cars of the present day.

It was in 1861 that the horse railroad was introduced into Lowell, and at that time there were four car lines, namely: From Merrimack street (now Merrimack square) to the Franklin school in Middlesex street; Merrimack street to the corner of Merrimack and Pawtucket streets; Merrimack street to corner of Bridge and Twelfth streets, and Merrimack street through Nesmith street as far as Rogers Street Mill park.

The old horse cars were stored in the car barns in East Merrimack street, now Les Miserables alleys, and the car barn in Lakeview avenue, of Dracut Navy Yard. In the summer of 1889, fire practically destroyed the car barn in East Merrimack street, and a large number of horses and a great deal of the rolling stock of the company were destroyed. After the fire, the company purchased many of what were then modern cars and the little ten footers were relegated to the rear, being sent to the scrap heap while others were sold in 1892.

March of Progress

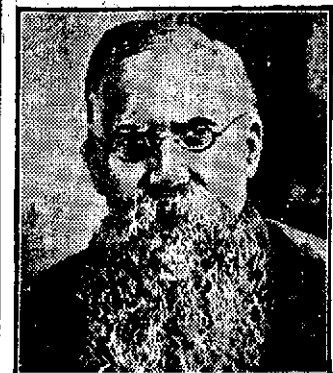
With the march of progress, the company determined to electrify its cars and in 1891 the power house and car barn in Middlesex street was erected, and the following year, all of the horse cars that were in good condition were equipped for use as electric cars. Prior to this time, in 1889, electric cars were run between this city and Lakeview, but it was in August, 1892, that the first city electric car was placed in operation, that being on the Broadway line. Some of the open horse cars were also used as trailers on the Lakeview line, but the company encountered so much trouble as a result of derailments, that those cars were abandoned.

The next move was the making of one large electric car out of two smaller cars. Then the legislature put through a law which made it necessary for cars to be equipped with vestibules during the winter time, and vestibules, crude at first, were attached to the cars.

In 1895, the first real vestibule car

A CRIPPLE FOR THREE YEARS

Helpless in Bed With Rheumatism Until He Took "FRUIT-A-TIVES".



MR. ALEXANDER MUNRO

R.R. No. 1, Lorne, Ont.

"For over three years, I was confined to bed with Rheumatism. During that time, I had treatment from a number of doctors, and tried nearly everything I saw advertised to cure Rheumatism, without receiving any benefit. Finally, I decided to try 'Fruit-a-tives' (or Fruit, Liver Tablets). Before I had used half a box, I noticed an improvement; the pain was not so severe, and the swelling started to go down.

I continued taking this fruit medicine, improving all the time, and now I can walk about two miles and do light chores about the place."

ALEXANDER MUNRO.

50c. a box, 6 for \$2.50, trial size 25c. At all dealers or sent on receipt of price, by FRUIT-A-TIVES Limited, OGDENSBURG, N. Y.

arrived in Lowell, in fact, there were five of them. They were equipped with cross seats with side seats on either end, and were called "the easy riding cars" owing to the delicate springs under the body. These cars were placed on the Lowell and Nashua line and there is one of those cars in service at the present time, it being car No. 432, but in 1893 it was known as either No. 1, 2, 3, 4 or 5.

Every five years brought an improvement in cars until the semi-convertible came into prominence a few years ago, while at the present time we have the very latest type, or full convertible car, of which there are twenty-five on the local division.

AND NOW WE WILL WEAR THE HAT OF STRAW

Straws show which way the wind blows.

If next Wednesday happens to be a windy day, this bewhiskered saying will have more than usual application for on that day, mates, friend straw hat will make his 1918 debut into this Spindlin City of ours—and elsewhere—and spend his annual summer siesta for four months.

Yes, sir, on the fateful day the national army of straw hats will be inducted into service and sent into the wide world for several months' intensive service. And next September, the same pale-hued chapeaux will return to winter headquarters, brown and dusty after their tour of duty.

Lowell dealers have already secured a large assortment of the lightest headgear and although May 15 is the official, conventional, not-to-be-broken date for the straws' initial appearance, nevertheless, there has already been a fair sale. Some of the purchasers bought merely in anticipation while others who shun convention for the more stirring company of comfort have already donned their Sen-netts, Panamas or whatever other style of hat their taste and pocket-book indicated. The warm days of the early part of the week incubated a good-sized brood of Lowell straws, and prices this year are about the same as last, ranging anywhere from \$1.50 to \$5. The hands for the most part are modest although the col-

lege-boy "loud stuff" is available to those wanting it.

What's the effect of the war on straw hats? Local dealers say that there is no material effect except there will be fewer young men wearing straw hats this year than in past years and he who is fortunate enough to be wearing one of them in mid-July when friend mercury is getting hot up should thank his luck as a connections that he isn't keeping the sun off with a steel helmet. Outside of that it's a case of "business as usual."

Among the old coins given to the Denver Red Cross by A. Y. Stubbins, who spent 30 years getting the collection of 50 old cents, is one dated 1788, a half cent dated 1818 and many coins of the Civil war period. They will be sold to the highest bidder and the money given to the Red Cross.

Here Are Articles You Need for the Garden. Don't Delay Buying Seeds, Plant Your Garden Now.

Cultivators

Makes gardening fun.

Weeders

Trowels

Dandelion Pullers

Take the dandelion out by the roots and do it easily and sure.

Price \$1.00

Asparagus Knives

50c

Fertilizers, Hose

and Hoes

—THE—

Thompson

REAL ESTATE NOTES

LOCAL BUILDING ACTIVITIES

BUILDING PERMITS FOR THE WEEK

EXTENSIVE REPAIRS AND ALTERATIONS TO BUILDING IN MERRIMACK AND KIRK STS.

Between \$40,000 and \$50,000 will be expended on changes and repairs at the brick building at the corner of Merrimack street and Kirk street, which was recently damaged by fire. The building is leased by Green Bros., who are conducting a five-and-ten-cent store on the ground floor. It is the intention of Messrs. Green to abandon their store and convert the large floor area into four modern stores, while the other floors of the building will be converted into 25 kitchenette apartments. Work of renovating the building will be started as soon as the Green Bros. store is vacated and it is expected that it will be finished by Sept. 1.

The following permits were issued during the week at the office of the inspector of buildings at city hall: To Ellen Lowe for the laying of two additional rooms to each floor of the building numbered 235 Appleton street at a cost of \$3500; to Chin S. Tang, lessee of the Hamilton restaurant at the corner of Middlesex street and Graham street for interior improvements at a cost of \$1000 to Susan and Margaret McMenamin for the converting of a cottage into a two-tenement house at 221 High street at a cost of \$8000; to A. C. Taylor for the building of a garage at 156 Fairmount street at a cost of \$600; Daniel Sakellarides for the changing of a tenement in the front of the building numbered 69 Dummer street into a store at a cost of \$500; to Dora Domesick for the building of a rear entrance and new stairway at 177 Grand street at a cost of \$500; to George Snook for the building of a garage at 118 Fairmount road at a cost of \$400; to Harry J. Purker for the finishing of a room for storage purposes at 781 Broadway at a cost of \$350; to Zeel St. Hilaire for the building of an addition to the house numbered 232-234 Appleton street at a cost of \$300; to Joseph Christman for the building of an addition at 53 Eugene street at a cost of \$200; to Mattie R. McKee for the building of a garage at 738 Stevens street at a cost of \$200; to Lizzie Hill for the erection of a garage at the corner of Middlesex street and Walnut street at a cost of \$200; to Louis Buchsbaum for the erection of an addition to 427 Wilder street at a cost of \$150; to Charles McGrail for the erection of a garage at 124 Jewett street at a cost of \$150; to Ida Parasky for the building of a piazza at 45 Livingston street at a cost of \$125; to C. H. Cilley for the erection of a garage in the rear of 43 Livingston street at a cost of \$125 and to Adeline A. Sanborn for the construction of a garage at 27 Winthrop avenue at a cost of \$100.

REAL ESTATE DEALERS

Thomas H. Elliott, real estate broker, offices 64 Central street, corner Prescott, reports the following sales negotiated during the past week ending Friday, May 10:

The sale of a high class residential property situated at 25 Twelfth street directly at the head of Washington street. The house is of most attractive design and has nine large rooms. It is provided with every convenience and affords a splendid outlook over the city and surrounding country. The grantor is Mrs. Clara E. R. Liddell, the grantees George A. Cheney and Bertha Cheney. Mr. and Mrs. Cheney buy for personal occupancy.

Final papers have been passed in the transfer of an excellent cottage house located at 86 Beech street immediately adjoining the Varnum school. The house has seven pleasant rooms and occupies a lot approximating 3000 square feet. The transfer was effected on behalf of Mrs. Carlotta E. McCord, the purchaser being John Runk. Mr. Runk buys for a home and is already in occupancy of the premises.

On behalf of Harry L. Wheeler of the Merrimack Corp. has been sold a modern residence situated at 331 Parkview avenue in the Otklands section. The house is equipped with steam heating, modern plumbing and polished hardwood floors. The construction throughout being of the highest grade. The grantees are William H. Wood and Catherine J. Wood. Mr. and Mrs. Wood buy for personal occupancy.

Also the sale of a splendid farm situated just beyond the Lowell general hospital property on Varnum avenue. The land totals 13 acres, all in tillage of the highest grade. The house is of the two-story type and has recently been thoroughly overhauled and renovated at a very considerable expense. This is one of the highest grade farms within the city limits. The transfer is negotiated on behalf of Edwin Allen of Manchester, N. H., formerly of this city. The grantee is Michael Barry of the Lowell Gas Co.

Sales by E. Gaston Campbell

E. Gaston Campbell with offices in the Hildreth building reports the following sales for the week ending May 9.

Contracts have been signed for the building of a new house at 221 High street at a cost of \$8000; to A. C. Taylor for the building of a garage at 156 Fairmount street at a cost of \$600; Daniel Sakellarides for the changing of a tenement in the front of the building numbered 69 Dummer street into a store at a cost of \$500; to Dora Domesick for the building of a rear entrance and new stairway at 177 Grand street at a cost of \$500; to George Snook for the building of a garage at 118 Fairmount road at a cost of \$400; to Harry J. Purker for the finishing of a room for storage purposes at 781 Broadway at a cost of \$350; to Zeel St. Hilaire for the building of an addition to the house numbered 232-234 Appleton street at a cost of \$300; to Joseph Christman for the building of an addition at 53 Eugene street at a cost of \$200; to Mattie R. McKee for the building of a garage at 738 Stevens street at a cost of \$200; to Lizzie Hill for the erection of a garage at the corner of Middlesex street and Walnut street at a cost of \$200; to Louis Buchsbaum for the erection of an addition to 427 Wilder street at a cost of \$150; to Charles McGrail for the erection of a garage at 124 Jewett street at a cost of \$150; to Ida Parasky for the building of a piazza at 45 Livingston street at a cost of \$125; to C. H. Cilley for the erection of a garage in the rear of 43 Livingston street at a cost of \$125 and to Adeline A. Sanborn for the construction of a garage at 27 Winthrop avenue at a cost of \$100.

ing for himself at Meenken. A few months later an alarm was given in Ostend to the effect that the German forces were advancing rapidly towards the city and fearing for the safety of the child the Misses Vandenberghe and their brother, John, fled to Belgium. John, who had been a resident of this city for a few years and a few days later the long voyage across the ocean was undertaken.

Upon reaching Lowell the party wrote to Mrs. Anden Berghie in Meenken. Their letter as well as those of others that were sent since that time remained unanswered. The Vandenberghe sisters corresponded with their brother, Richard, father of Robert, who was at the front and about six months after their arrival in this city they received word to the effect that the Germans had invaded Belgium and that their brother, Robert, was being held as a prisoner of war. About once a month a letter is received from the boy's father always stating that "he is well and is being well treated," which is considered pure camouflage by the Lowell relatives.

When he arrived in Lowell little Robert could speak but the Belgian language, but now he is a bit of a linguist, for he has added to his vocabulary the French and English. He attends St. Joseph's college in Merrimack street, where he is considered a very bright pupil. The boy is anxious to see his mother and father again, but says he would not care to return to Belgium. He was too young to realize what was going on in Belgium when he left there, but now he can picture in his mind what atrocities have been committed by the Huns. "I don't think it is right," he said, "for the Germans to hold my father prisoner, for he never harmed anyone. I believe in God and in His justice and I feel sure that some day the Kaiser will get what he deserves."

Miss Demitrie Vandenberghe stated to the writer that the boy saves his pennies and every so often he sends his savings to the Belgian consul in London with instructions to purchase "foodstuffs" for his dad. "A recent photograph of my brother," she said, "is a sure proof that he is not getting the treatment he should receive. I firmly believe that he and the other prisoners are receiving just about enough food to keep them alive, for according to the picture my brother is very thin and looks like a skeleton. He is permitted to write about once a month, but his letters are censored and all he says is that he is well and is being well treated. We have written several letters to him, but we believe he only received a few of them. I don't think he knows any more about the whereabouts of his wife than we do."

Miss Vandenberghe then informed the writer that she has another brother, Julien Vandenberghe, who is in the Belgian army. He is now in Holland, where he made his escape with other Belgian soldiers when the fire of the Germans became too hot. She stated that her brother and sister and two brothers have made up their mind never to return to Belgium and at the close of the war they will do all in their power to have their brothers come to Lowell, while if the mother of little Robert can be found she will also be induced to come here.

purchase and sale of a large tract of land located in Dracut. This parcel contains about 20 acres and is purchased by an out of town party. Full particulars will be given upon passing of final papers.

Final papers have been signed and recorded on a parcel situated in Merrimack avenue, Dracut. This property consists of an eight-room house with bath, hard wood floors, steam heat, cemented cellar, electric lights, a garage, large barn, poultry houses, some fruit trees and 5 acres of land. The purchasers in this transaction are George Spanas et al. The grantor being Mabel G. Dickey.

REAL ESTATE TRANSACTIONS

For the Week Ending May 10

LOWELL

Frank J. van Greenberg by atty. to David Miller, land and buildings on Hale and Howard streets and Hale's brook.

Edward W. Shay to James F. McKissack et al. land and buildings on Third st.

Lawrence S. Fox et al. by gen. to Margaret E. Flynn, land on Andover st. and Port Hill ave.

Tyler Abbott Stevens et al. to Margaret E. Flynn, land and buildings on Andover st. and Port Hill ave.

Lauretta F. Weeks et al. by exors. to Margaret E. Flynn, land and buildings on Andover st. and Port Hill ave.

Edna E. Smith et al. to Catherine J. Dwyer, land on Park ave. east.

Alfred J. Bowler et al. to Rachel Whitley, land and buildings on Cambridge st.

Kenneth J. McKittick et al. to Mildred I. Bowler, land and buildings on West Forest st.

Alfred Prescott to John Christie, land on Pratt st.

Alice M. Knapp et al. to Elizabeth Christie, land corner Princeton st. and Pratt ave.

Margaret Sullivan et al. to Oliver C. Allen, land and buildings on Jewett st.

Lots Francis to Phillips J. Audette et al. land and buildings on Smith st. and Margaret A. Quessy et al. to Bella Hynes, land and buildings on Charles st.

John Gova et al. to Antonio G. Malo, land and buildings on Charles st.

George L. Munton to Mary F. McClure, land on Suttle st.

Omer C. Goulet to Antoine Caza, land and buildings on Lilley ave.

Edith E. Russell to Fannie M. Lazzelle et al. land and buildings on Canton st.

Wallace F. Welch to Charles L. Sweasir, land and buildings on School st.

Will T. S. Bartlett to Alexis Ouellette, land and buildings on Dracut st.

Dudley L. Page to Edward Ziskind, land and buildings on Railroad st.

Fred L. Snow to Spero Gramate-hakes, land and buildings on Franklin st.

Avery E. Clark et al. to William H. Taylor, land and buildings on Beacon st.

Frank P. McCartin to Margaret A. Walsh, land on Hollywood ave.

John Whitcomb et al. to Catherine R. Johnson, land and buildings on Chelmsford st.

Annie M. Weeks et al. to Wilbur E. McKenney et al. land and buildings corner Walden and Oakland sts.

John Wylie et al. to George B. Marston et al. land on May st.

Estelle H. Bartlett to Louise M. Moody, land and buildings on Powell st.

George D. Giatas to Cyriakos G. Anastasiou, land and buildings on Cushing st.

City Institution for Savings, Lowell, to Roman Catholic archbishop of Boston, land on Boston road and Court st.

City Institution for Savings, Lowell, to William O'Brien, land on Court st.

George Christopoulos on Haralambos Sarandoulides et al. land and buildings on Marion st.

Alice Messinger to Robert S. Curran, land and buildings corner Middlesex and Burnside sts.

William E. Savage to Herbert Savage, land and buildings on Mt. Vernon st.

Mary Moran et al. to Alice E. McQuade, land and buildings on Floyd st.

Albert Desmarais to Claudia Parmentier, land and buildings on Campbell st.

Edwin Allen to Michael Barry, land and buildings on Varnum ave.

M. Francis Cranney et al. to Mary O'Keefe, land and buildings on Lawrence st.

Sarah A. Smith et al. to Neis A. Palm et al. land on Stevens st.

Catherine G. Reardon et al. to Lillie M. Spencer, land and buildings on Humphrey st.

Edward F. Slattery et al. to Annie M. Wylie et al. land and buildings corner Rose avenue and West Forrest st.

Harry B. Buritt to Joseph W. Bruce, land and buildings on Irving st.

Joseph W. Bruce to Charles A. Howard, land and buildings on Irving st.

Michael J. Sharkey to Della Jordan, land and buildings on Thorndike st.

Ernest H. Verville et al. to Peter Nowak, land and buildings on Warren st.

Cyrus W. Russell to Emma Salois, land and buildings on Mt. Vernon st.

Mary Annie Hartley et al. to Apostol D. Basdekis et al. land and buildings on Franklin st.

Sarah Raymond to Joseph Cohen et al. land on Hale st.

Edward Jennings to Joseph Jennings, land on South Whipple and passing way.

Edgar P. Sellow to Austin A. Plude, land on Garden road.

Charles L. Wilder to Harriet Foley, land at Nuttings Lake Park.

Sylvia Carr to Bridget F. Hogan, land at King's Corners Annex.

Harriet M. Davey et al. to Rachel A. Neelock, land and buildings at Nuttings Lake Park.

Emilie J. S. Laurin by gen. to Mary A. McSweeney, land and buildings on Billerica avenue.

Michael G. Alibonki et al. to Konstant G. Andreadis, land on Lenox and Saville streets.

CHELMSFORD

Mary E. Fenlon et al. to Michael McPhillips, land and buildings on Highland avenue.

Michael G. Burnham to Annie Narusavicius, land on Gorham street.

Jedd C. Luce to Ohlgia C. Peterson, land on High street.

Julia A. Greene et al. to Fred F. Wiggins et al. land and buildings corner old Tyngsboro and North Chelmsford roads.

DRACUT

James N. Marathas et al. to Spiros Pappadopoulos et al. land and buildings on Lakeview avenue.

George Paquin to Walenty Achlepa et al. land and buildings on Haverhill, Bradford and Essex streets.

Fred C. Tobey Investment Co. by tr. to Robert J. Taylor, land at Collins Park.

August A. Conchlin to Joseph Campbell, land at Wallbrook.

Joseph Campbell to Arzelie Campbell, land at Wallbrook.

Mary E. Olney to Patrick T. Sullivan et al. land and buildings on Upham street.

Joanne E. Jones et al. to Charles H. Jones et al. land on Grant street.

Archiele Fortier to Archiele Roy et al. land and buildings on Pleasant street.

Ernest Levy to Narcisse Ruest, land on Goodhue avenue.

Mabel G. Dickey et al. to George Spanas et al. land and buildings on Merrimack avenue.

Telephone Hamel to Wilber C. Corey et al. land on Hildreth street.

Harry H. Moody to Margaret A. Wright, land.

Fred C. Tobey Investment Co. by tr. to Wilfred Moge et al. land at Lakeview Garden.

Fred C. Tobey Investment Co. by tr. to Alford Moge, land at Lakeview Garden.

Erwin W. Scofield et al. to Fred C. Tobey et al. land on Nashua road.

Charles H. Grigway to Francis Grigway et al. land on Albemarle avenue.

Erwin W. Scofield et al. to Fred C. Tobey et al. land on Nashua road.

Osmond A. McCoy to Stephen W. Abbott, land and buildings corner Arlington avenue and Griggs street.

TEWKESBURY

Elizabeth T. Ellis et al. to Anthony Bennett, land at Fairlawn.

Susan M. Brennan, to Anthony Bennett, land at Fairlawn.

William B. Buritt et al. to James Manley, land and buildings on Shaw-shien street and road to Lowell.

Annie E. Manley to Anthony Sullivan et al. land and buildings on Shaw-shien street and road to Lowell.

Mary Keating to George S. Holmes et al. land and buildings on road from Billerica to Andover.

TYNGSBORO

Cleophas Longacre to Henry Lafreniere, land on Noddian street.

Joseph G. Queen to Arden Morrisette, et al. land and buildings on highway adjoining land of Frank S. Bennett.

WESTFORD

George H. Holt by gen. to Charles Edwards, land corner Woodward road and road from West Chelmsford to Westford.

Mary A. Holt to Charles Edwards, land corner Woodward road and road from West Chelmsford to Westford.

WILMINGTON

David Batchelder est. by admr. to Evelyn C. Willard, land.

Chester W. Clark to George L. Allen, land on Jaquith and Aldrich roads.

August B. Hamilton to Edgar C. Ring, land at Wilmington Manor.

Gleanor G. Dows et al. to Manouk G. Chouporian, land and buildings on Ballouville street.

land corner Woodward road and road from West Chelmsford to Westford.

Joseph Miot to Oscar Miot et al. land and buildings on Central street.



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HOUSEHOLD GOODS, stoves, beds, mattresses, rugs. New goods. Cash or credit. Fifth, 160 Middlesex st.

GROCERIES

ITALIAN GROCERIES—Imported olive oil, macaroni and cooked spaghetti, also candy and fruit. Joe and Susan Carpenito, 122 Gorham st.

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JOHN A. OSGOOD, Merrimack, cor. Suffolk st. Appointments can be made by telephone. Tel. 3722.

PIANO TUNERS

J. KERSHAW, piano and organs tuned and repaired. 40 Humphrey st. Tel. 514-M.

ROOFERS

ROOFERS—J. Burns & Son, slate roofers. Roofs repaired. Tel. 2522-W. 222 Concord st. Tel. 1493-J. 200 Pleasant st.

STOVE REPAIRS

QUINN STOVE REPAIR CO., 119 Gorham st., carries in stock, kettles, grates, water fronts, and other parts to fit all stoves and ranges. Repairs promptly attended to. Tel. 4170.

SPECIAL NOTICES

MADAM MAY, Trance Medium, in trouble come and see her. 54 South street.

M. J. FERRY, piano and furniture moved. 15 Kinsman st. Tel. 5173-W.

TRAINS TO AND FROM BOSTON

Southern Division		Portland Division		To Boston Fr. Boston		To Boston Fr. Boston	
Lowell	Lowell	Lowell	Lowell	Lowell	Lowell	Lowell	Lowell
5:30	6:30	6:30	7:30	7:30	8:30	8:30	9:30
6:30	7:30	7:30	8:30	8:30	9:30	9:30	10:30
7:30	8:30	8:30	9:30	9:30	10:30	10:30	11:30
8:30	9:30	9:30	10:30	10:30	11:30	11:30	12:30
9:30	10:30	10:30	11:30	11:30	12:30	12:30	1:30
10:30	11:30	11:30	12:30	12:30	1:30	1:30	2:30
11:30	12:30	12:30	1:30	1:30	2:30	2:30	3:30
12:30	1:30	1:30	2:30	2:30	3:30	3:30	4:30
1:30	2:30	2:30	3:30	3:30	4:30	4:30	5:30
2:30	3:30	3:30	4:30	4:30	5:30	5:30	6:30
3:30	4:30	4:30	5:30	5:30	6:30	6:30	7:30
4:30	5:30	5:30	6:30	6:30	7:30	7:30	8:30
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11:30	12:30	12:30	1:30	1:30	2:30	2:30	3:30
12:30	1:30	1:30	2:30	2:30	3:30	3:30	4:30
1:30	2:30	2:30	3:30	3:30	4:30	4:30	5:30
2:30	3:30	3:30	4:30	4:30	5:30	5:30	6:30
3:30	4:30	4:30	5:30	5:30	6:30	6:30	7:30
4:30	5:30	5:30	6:30	6:30	7:30	7:30	8:30
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7:30	8:30	8:30	9:30	9:30	10:30	10:30	11:30
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9:30	10:30	10:30	11:30	11:30	12:30	12:30	1:30
10:30	11:30	11:30	12:30	12:30	1:30	1:30	2:30
11:30	12:30	12:30	1:30	1:30	2:30	2:30	3:30
12:30	1:30	1:30	2:30	2:30	3:30	3:30	4:30
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10:30	11:30	11:30	12:30	12:30	1:30	1:30	2:30
11:30	12:30	12:30	1:30	1:30	2:30	2:30	3:30
12:30	1:30	1:30	2:30	2:30	3:30	3:30	4:30
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2:30	3:30	3:30	4:30	4:30	5:30	5:30	6:30
3:30	4:30	4:30	5:30	5:30	6:30	6:30	7:30
4:30	5:30	5:30	6:30	6:30	7:30	7:30	8:30
5:30	6:30	6:30	7:30	7:30	8:30	8:30	9:30
6:30	7:30	7:30	8:30	8:30	9:30	9:30	10:30
7:30	8:30	8:30	9:30	9:30	10:30	10:30	11:30
8:30	9:30	9:30	10:30	10:30	11:30	11:30	12:30
9:30	10:30	10:30					

AUTOMOBILE NOTES—TIRE TALK—GASOLINE GOSSIP—GENERAL NEWS OF THE—"MACHINE" WORLD

TIME TO CLEAN OUT THE FRENCH MOTOR UNIT OF COOLING SYSTEM NEW YORK CITY CLUB

While friend wife is enjoying her annual housecleaning bee and merrily the furniture, friend husband has a few jobs that he might as well get busy at. According to the calendar the warm days are in the offing and will soon be beckoning to the open road. It is the advice of experienced automobile service men that now is the time to give the car a thorough inspection and take the necessary measures to put it in first class shape for summer use.

"When it comes to overhauling a car or tuning it up many motorists are inclined to overlook the cooling system," says a service man. "This is a mistake, for there is nothing more vital to efficient operation and performance. At this time of year I would advise every car owner to give the cooling system, including the radiator, waterpumps, hose and pump, a thorough cleaning."

"The best way to do this is to drain the water out of the car, then fill up the radiator with a weak solution of soda and water. Having done this let the engine run for ten minutes or so. Then drain off this liquid and replace it with pure water. Again let the engine run for a few minutes and again drain the car. You will then be ready to fill your radiator for regular use. "This is advantageous because it cleans out the radiator, water jackets, hose and pump thoroughly, freeing them from deposits, especially those left by anti-freezing mixtures used during the winter which, if allowed to remain in the car, would probably rot the hose and do other damage. Taking this simple precaution not only extends the life of the car, but prevents future trouble and increases efficiency."

IN DREAMS IT HAPPENS



The problem of getting 7500 gallons of gasoline and 200 gallons of motor oil to France—the amount necessary to operate eight trucks for six months—was successfully solved by the motor unit of the New York Women's City Club. "It had to be solved," said Mrs. Ernest Thompson Seton, chairman of the war service committee of the club, "for our trucks had to have the gasoline and France could not furnish it."

"The trucks for which these supplies were needed were the eight trucks sent to France by Le Bien-Etre du Blessé woman's motor unit of the New York Women's City Club. "These trucks are of the heavy type," writes Mrs. Seton, "with canvas cover over the ribs, on a Ford chassis, extra heavy springs, extra equipment, painted French gray, as this unit has been accepted into the French army. Eight trucks have been shipped and ten women chauffeurs qualified, representing an expenditure on the basis of six months' maintenance of nearly \$30,000."

Mrs. Cyrus W. Field has had charge of the motors and chauffeurs' tests; Mrs. Robert T. Morris has examined the chauffeurs for French.

"The first two trucks sent over are now operating in Paris, carrying supplies from the warehouses to the diet kitchens; and probably by now the next two trucks are carrying the hot food from the diet kitchens to the first-aid dressing stations on the French front."

CONFERENCE ON COAL SITUATION AT STATE HOUSE, THURSDAY, MAY 16

BOSTON, May 11.—Mr. W. Frank Shove, president of the National Association of Cotton Manufacturers, has issued a call for a conference to be held at the state house, at 2.30 o'clock in the afternoon of Thursday, May 16, to consider the coal situation as it affects New England. Commenting on the reasons which impelled him to call the conference, Mr. Shove said: "There is imperative need for immediate and drastic readjustment of traffic over eastern railroads. If another coal shortage far more serious than that of last winter is to be avoided by the New England states. A statement just issued by the National Coal association shows that in the face of the heaviest demand for coal in the country's history, the mines from which New England mainly draws its supply have been so hindered by insufficient car service that they have as yet made little, if any, headway over last year's record—a record which fell 50,000,000 tons short of meeting the nation's needs. Indeed, coal-producing sections in the eastern states, capable of an output of 11,170,000 tons, lost 2,038,500 tons during the week of April 29 from coal shortage alone, and this at a time when mines should be working at top speed to produce stocks for storage against the needs of next fall and winter.

"Leading operators in the great producing area east of the Mississippi, whence comes more than 50 per cent.

of the country's bituminous coal, are unanimously of the opinion that next winter's coal shortage will be far worse than that of last winter, unless the mines are at once furnished sufficient cars to increase materially their present rate of production. The most effective and readily available remedy for this condition of things is a readjustment of traffic over the railroads, so that coal may be handled in sufficient tonnage to take care of the industrial and domestic requirements of the eastern states, particularly New England. Unless such readjustment is had at once, certain and disastrous interference with the war program of the government is inevitable.

"To make the situation still more serious for New England manufacturers, the priorities committee of the war industries board has omitted cotton, woolen and shoe manufacturers from the preference list issued by it on April 6, and advises from Washington as to the effect that the list will be curtailed, rather than expanded. These and other phases of a critical situation will be discussed at the conference to be held on May 16. We hope that every important manufacturer in New England will attend and participate in it."

THREE-YEAR-OLD MOTOR CAR IS VALUED AS NEW ONE

Canadian customs authorities have just paid a three-year-old motor car—which has already seen 12,500 miles of service—the unusual compliment of an appraisal at the present market price as a new car. They proposed to enter it in Canada with only the regulations 18 per cent. discount, and an additional 20 per cent. for depreciation, just as though it had undergone only a few months of service.

The number of the car, which is a Dodge Brothers, is 653, indicating that it was built late in 1914, less than a month after Dodge Brothers began manufacturing motor cars. Its owner at Sault Ste. Marie, Mich., attempted to drive it into Canada recently, for a prospective sale there. According to customs rulings, depreciation would have been more than 50 per cent. for a three-year-old car. However, after the officials had made an inspection of bearings, the body finish and general appearance, they ruled that it was practically a new car, and based its entrance valuation on the present retail price. This it is interesting to note, is considerably higher than the price which prevailed when Dodge Brothers car No. 653 was built.

While the owner of the car was gratified, in one sense, with the customs ruling, he was not in another. For the valuation made the duty so high that prospects of making a used-car sale in Canada were so remote that he abandoned the thought. However, he had little trouble in making a sale in Michigan.

HOUGHT SAYS NEWSPAPERS ARE THE DOMINANT INTERESTS OF THE NATION

Mr. Harry S. Hought, president of the Hudson Motor Car company of New York has said:

"Newspapers are the dominant interests of the nation. Millions of eyes

search its columns. History making reports from all over the world come all day long from the newspaper presses. World events more thrilling than any fiction have captured the primary interest of the public. The newspaper right now is the most effective medium possible to tell a story."

CONGRESS MAY BE ASKED TO PASS LAW FOR REGULAR BRAKE INSPECTION

The success in bringing about the proper suppression of glaring headlights has turned attention to the necessity of inaugurating a movement to prevent the possibility of accidents, due to imperfectly adjusted or defective brakes.

Prominent automobile, police and insurance men throughout the country, have given their approval to such a movement. Although no compulsory legislation has been passed to compel such inspection, it has had the endorsement of such officials as Arthur Woods, former police commissioner of New York city, and Francis M. Hugo, secretary of State, New York. The popularity of the movement must rest upon the almost voluntary support of automobile owners, especially at first.

The plan of the movement is to ask every motorist and truck owner to have his brakes inspected by authorized inspectors at the beginning of the season and at frequent intervals thereafter. An official seal could be devised to be placed on the car showing the date of the last inspection.

It is due to such nation-wide movements as the suppression of glaring headlights, the proper way of driving, the parking of cars in the less frequented streets, the necessity of having tail-lights to prevent rear-end collisions, as well as coupling the headlights to the steering wheel, that the motor laws long ago, because there is one part of a car that should be in A1 condition, and of the proper size, it is that of the brakes. A thousand laws can be passed, the object

of which is to safeguard motorists and pedestrians, but if the brakes are not right, accidents are bound to happen.

HELPFUL HINTS

Be sure to carry an extra set of lamp bulbs, so that one can be replaced as soon as it burns out. You should know the candle-power of the bulbs in your headlights, tail light, instrument light and dome light. If not you will get them mixed. Take them out now and make a memorandum of the voltage and candlepower of each one. Keep this memorandum in the box with the bulbs, and so avoid mistakes.

How long is it since you went over the connections of the steering mechanism to see that they were fastened securely? This should be done at least once a week, as more damage can be done by failure of the steering mechanism than by any other cause. See that lock nuts, lock washers and split pins are doing their duty. Try each nut with a wrench, unless it is secured by the means mentioned.

There is more wear reported on the side walls of the right tires, due to the increasing use of the left side drive. Some drivers have learned to drive up close to the curb without touching it. A little practice on your part will go a long way in helping you make your tires last their guaranteed mileage.

Now is a good time to go over the rim to see that the various parts

are not rusted together. Give them a fresh coat of aluminum or rim paint before replacing. If this is not done, the spring ruins will rust them together so that a demountable rim will become a fixture on the wheel.

The skilled driver rarely uses his brakes, except for an emergency stop or when going down hill. Learn to judge the distance and let your car coast to the point at which you wish to stop. This will save the brake lining and other parts, so that they will not need to be replaced so often.

The war has created a great boom in the fishing industry of the British Isles. Some of the old fishing skippers are said to have paid taxes this year on incomes amounting to \$35,000 and more.

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Tires and supplies. Vulcanizing guaranteed. Quick service. Prices reasonable. If in trouble on the road we come to your aid. Tel. 3531-3532. 130 Paige St.

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Glass Set In wind shields and auto lamps by P. D. McAllister, 42 Shaffer St. Tel. 4095.

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MOODY ST., NEXT TO CITY HALL

Agents for the Famous Dodge Brothers at \$885, the Wonderful Maxwell at \$825, the Powerful Velie at \$1265.

Complete stock of accessories and repair parts for the above mentioned makes and the largest stock in Lowell of repair parts for Ford cars. A full line of best makes of tires, in all sizes, always on hand.

STEPHEN L. ROCLETTE, Prop.

Chandler The famous Light Six. Lowell Motor Mart, Moody Street, next to City Hall.

PAIGE The Most Beautiful Car in America.

Moody Bridge Garage. Inc., 800 Moody St.

DODGE BROTHERS CONVERTIBLE CAR

Its popularity is due to light weight and economy of operation, combined with uncommon beauty and luxury.

It will pay you to visit us and examine this car

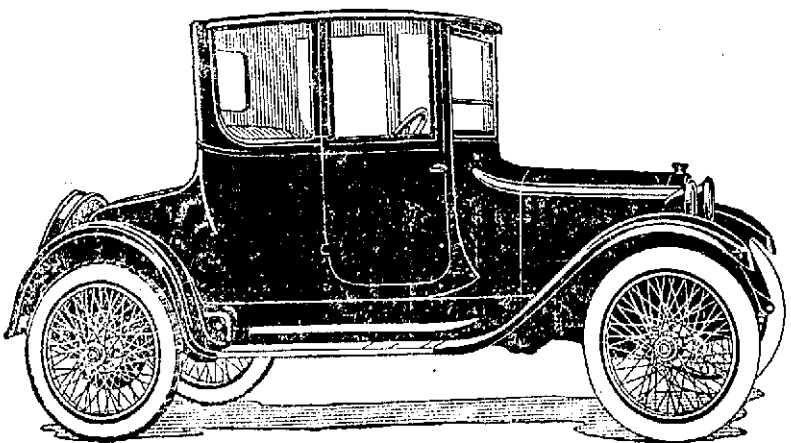
The gasoline consumption is unusually low.
The tire mileage is unusually high.

THE LOWELL MOTOR MART

STEPHEN L. ROCLETTE, Prop.

Moody St., Next to City Hall

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